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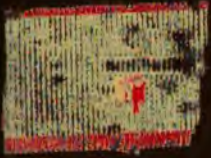
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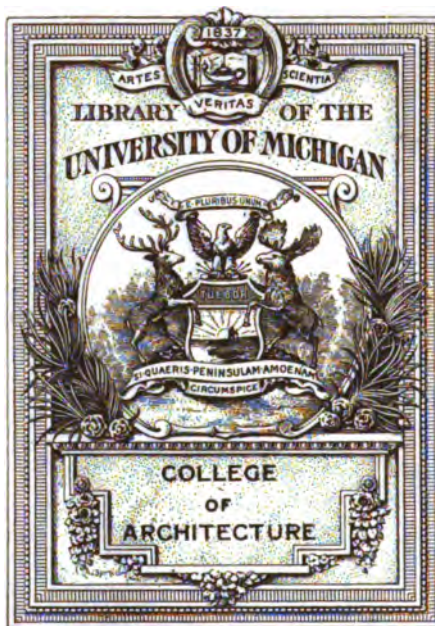
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MONTCLAIR

THE PRESERVATION OF ITS NATURAL BEAUTY
AND ITS IMPROVEMENT AS A RESIDENCE TOWN



Architectural

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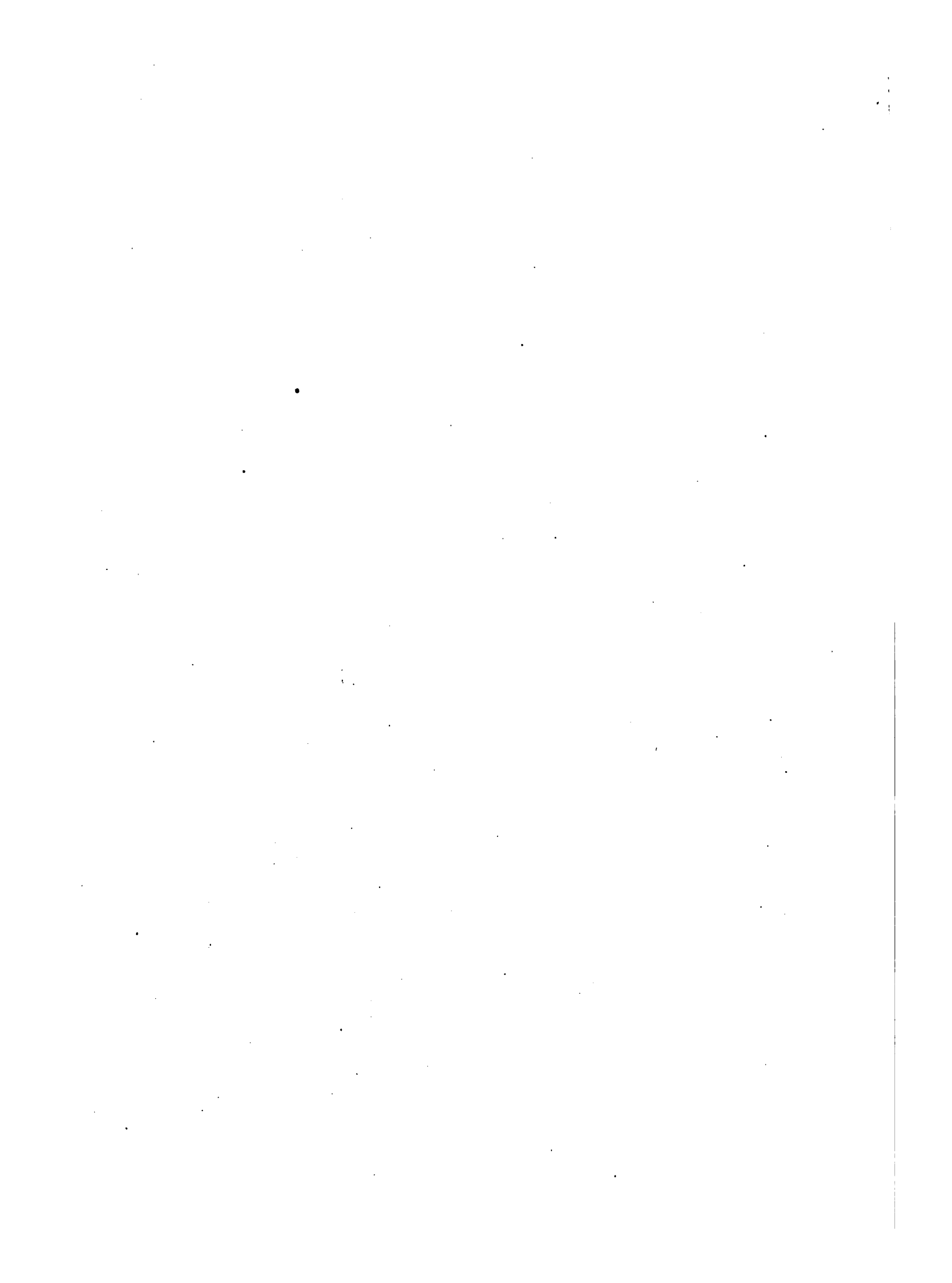
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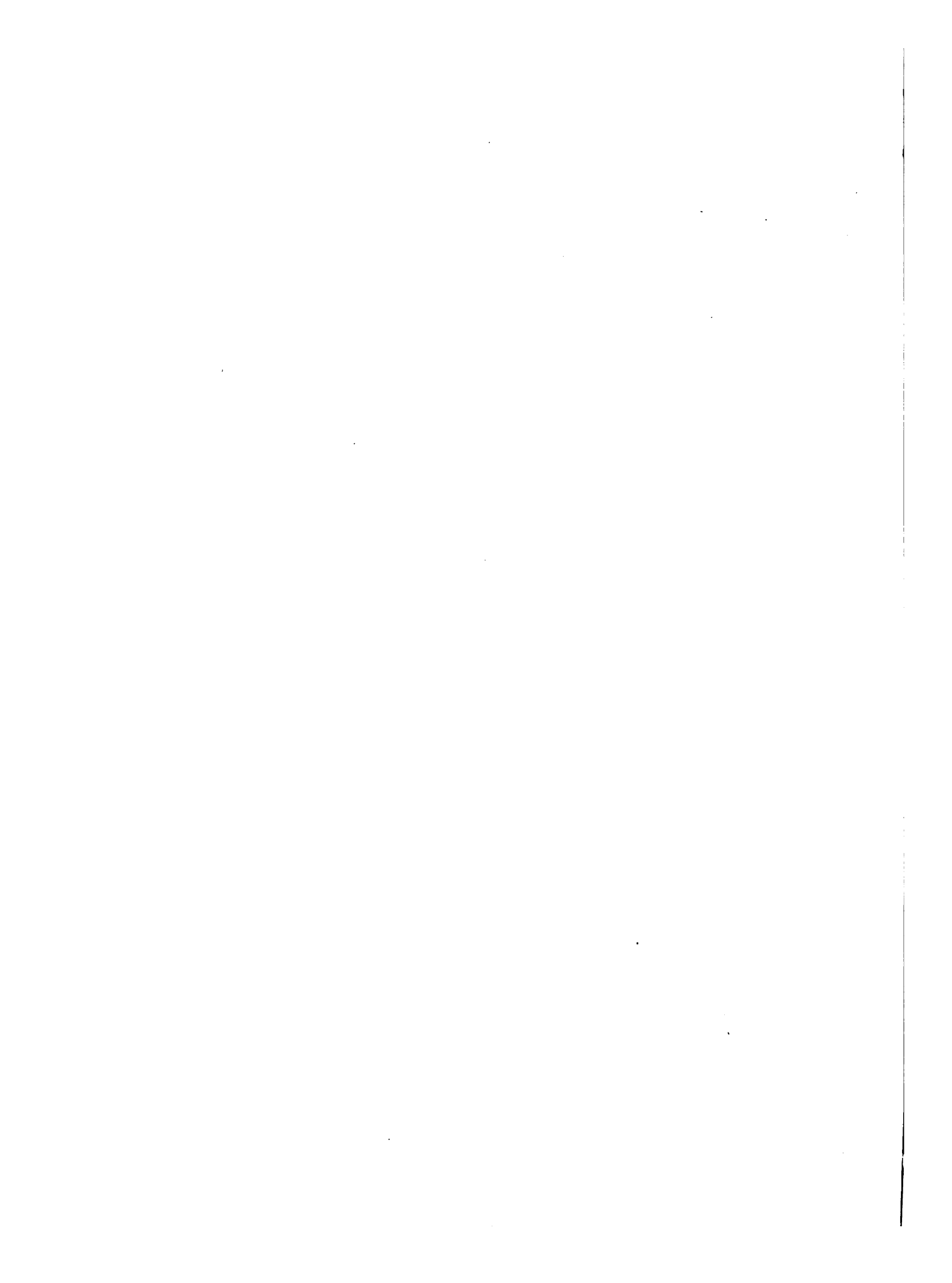
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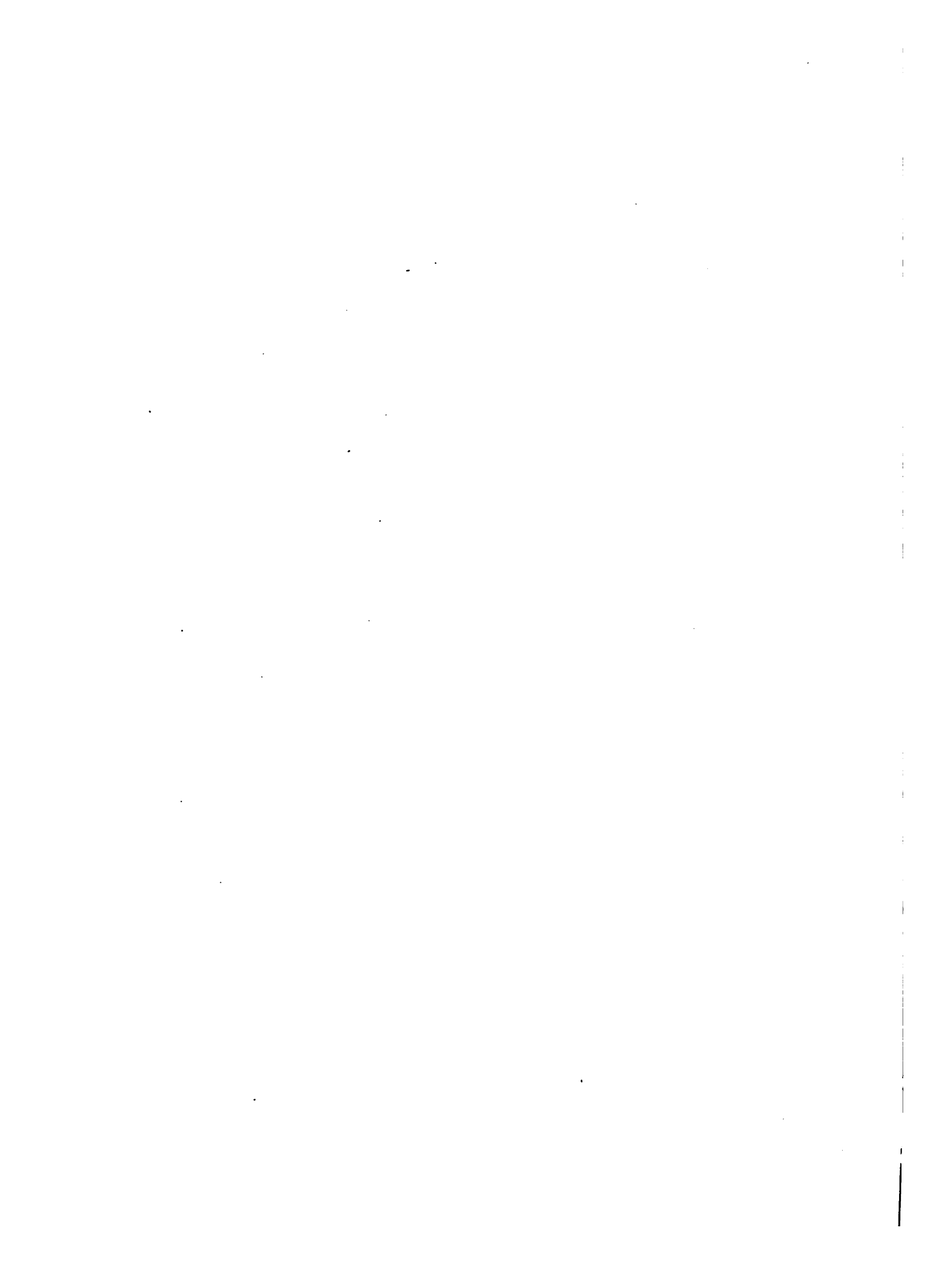
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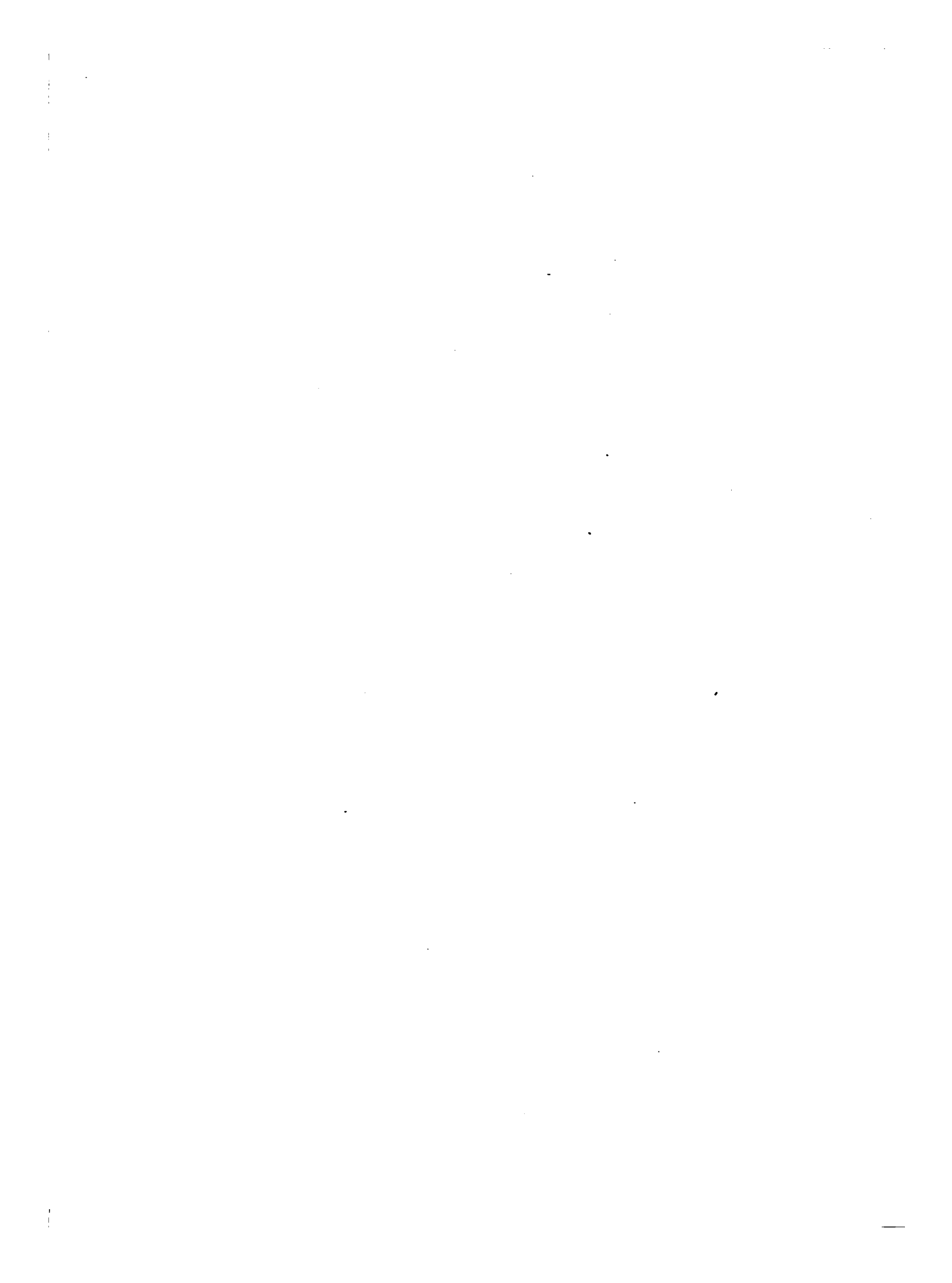
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SUGGESTION FOR THE PROPOSED CIVIC OR TOWN CENTER.

(See page 35)

Mr. Nolen proposes "to transform the irregular block from Church Street to Myrtle Avenue, and Orange Road to Trinity Street, about 400 feet square, into a green square or town common. * * * to group around it in simple harmonious fashion many of the buildings required for public business, for art and recreation, for central schools * * * the High School, the Central Grammar School, the Library and Churches already located, the New Town Hall, Public Baths, and Gymnasium, perhaps the Post Office and such similar public enterprises as an Inn, or small Hotel and a Casino and Garden for Music, Theatrical performances, and Art Exhibitions."

MONTCLAIR

THE PRESERVATION OF ITS NATURAL
BEAUTY AND ITS IMPROVEMENT AS A
RESIDENCE TOWN

REPORT OF JOHN NOLEN
LANDSCAPE ARCHITECT TO THE
MUNICIPAL ART COMMISSION
AND THE COMMISSION'S RECOM-
MENDATIONS TO THE CITIZENS OF
MONTCLAIR

MONTCLAIR, NEW JERSEY
MCMIX

Printed by
Styles & Cash
135 West 14th Street
New York

© 11-9-10 E.S.S.

THE PURPOSE OF THIS BOOK IS TO
SUGGEST PRACTICAL WAYS FOR PRE-
SERVING THE NATURAL BEAUTY OF
MONTCLAIR, FOR REMEDYING ITS DE-
FECTS, AND FOR DIRECTING ITS FUTURE
DEVELOPMENT IN THE WAY THAT WILL
MAKE IT THE MOST SATISFACTORY
TOWN IT CAN BE TO LIVE IN.

Revised. M.V.P. 7-11-38

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ORIGIN AND BRIEF HISTORY OF THE MOVEMENT FOR IMPROVING MONTCLAIR.

At the "Montclair Dinner" of March 14th, 1908, held under the auspices of the Civic Association, it was stated:

That, although Montclair is generally considered the most attractive of all New York suburbs, it is not nearly as attractive as it would have been if wise plans for the Town's development had been made thirty years ago and consistently followed to this time.

That, aside from natural beauty, the attractiveness of Montclair is due to the individual efforts of private citizens in making their individual homes, and but very little to any organized efforts to make the *whole* town attractive;

That, the town has numerous unsatisfactory features inconsistent with its reputation and with the aspirations of its citizens, and lacks attractive features that a town like Montclair ought to have, and can have;

That, if we desire the Montclair of the future to retain the characteristic charm of the country town, rather than to become merely the commonplace small city in the country, we must very soon supersede the present haphazard method of development, in which the attractiveness of the town depends almost wholly on private initiative, with a scientific Town Plan, authoritatively applied and consistently adhered to.

It was suggested that a Commission of representative citizens would perform a valuable service to the Town by studying its needs and opportunities, by devising plans for preserving its natural beauty and for assuring its future development along the best lines.

A motion was offered, and unanimously carried, requesting the Civic Association to appoint such a Commission and to define its duties. After careful consideration, the Directors of the Civic Association at their April meeting appointed the members of the Commission, designating it **THE MUNICIPAL ART COMMISSION OF MONTCLAIR**. A list of the members composing the Commission, together with the definition of their duties, appears on pages eleven and twelve.

The members of the Commission were deeply impressed with their



responsibility and the opportunity afforded to perform a great and lasting service to Montclair. Immediately following organization, plans of action were discussed and it was unanimously decided that the Commission should secure the services of the best available landscape architect and town improvement expert. There being no public funds available for the purpose, the members of the Commission contributed \$2,000 as an initial fund (this amount has since been increased to about \$4,000) toward defraying expenses. The members of the Commission appointed a Committee consisting of Messrs. Dickson, LeBrun, and Osborne, to select and engage a landscape architect.

After careful investigation, the Committee decided upon Mr. John Nolen, of Cambridge, Mass., as the man best qualified by training, and special experience in similar lines, for planning the improvement of Montclair.

Mr. Nolen is a graduate of the University of Pennsylvania and of Harvard University, and has studied and traveled extensively in the United States and Europe. He is a member of the American Society of Landscape Architects and was selected by the Society to edit the work of Humphrey Repton. He has recently made the plans for remodeling Roanoke, for improving Savannah, Ga., San Diego, Cal., and Reading, Pa. He is the official landscape architect for the State of Wisconsin, and concurrent with his work in Montclair, has made plans for the improvement of Madison, Wis. His experience in dealing with town problems similar to those of Montclair, is, we believe, unequalled.

Mr. Nolen began his work in July, 1908, and has since spent much time in Montclair, studying the situation in detail, and obtaining from various sources the information upon which his report is based. His recommendations are not the fancies of a mere idealist, but are the practical plans of a practical man for making Montclair the most attractive home town that public spirit, enterprise, and skill can make it,—not alone for the thousands who live here now, but for the many more thousands who will live here in future generations.

We commend Mr. Nolen's report to the thoughtful consideration of our citizens and urge that each separate recommendation be weighed open-mindedly on its merits as it affects the interests of the *whole town*.

The recommendations of this Commission appear in the pages immediately following Mr. Nolen's report.

The Municipal Art Commission.



OBJECT OF THE MUNICIPAL ART COMMISSION.

The object of this Commission shall be to promote in all practical ways the beautifying of Montclair; to preserve in it the distinctive charm of the country town, and to exert its influence to the end that the principle of local fitness shall be served in public and private improvements; to consider the probable future development of Montclair, and to plan for meeting its needs; to influence a just appreciation of the value of Art in daily life and to encourage and promote the public and private use and patronage of good art in Montclair.

MEMBERS OF THE COMMISSION.

The Commission appointed by the Civic Association consisted of twenty-five citizens. Upon organization several *ex-officio* members were added, and the original members were divided into one, two, three, four, and five year classes respectively—no member to be eligible for re-election until one year after the expiration of his term. The division of classes was made by lot.

ONE YEAR CLASS, TERM EXPIRING APRIL, 1909.

EMERSON P. HARRIS, JULIAN R. TINKHAM,
DR. DANIEL A. HUEBSCH, SOLOMON WRIGHT, JR.
SETH SPRAGUE TERRY,

TWO YEAR CLASS, TERM EXPIRING APRIL, 1910.

CHAS. D. BARRY, HARRY FENN,
EDWIN A. BRADLEY, F. MERIAM WHEELER.
CORNELIUS D. DUBOIS,

THREE YEAR CLASS, TERM EXPIRING APRIL, 1911.

RUDOLPH HERRING, WM. H. FARMER,
JAS. N. JARVIE, ARTHUR UNDERHILL.
FREDERICK E. KIP,

FOUR YEAR CLASS, TERM EXPIRING APRIL, 1912.

WM. COUPER, F. M. CRAWLEY,
W. I. LINCOLN ADAMS, ALBERT FRENCH.
MICHEL M. LE BRUN,

FIVE YEAR CLASS, TERM EXPIRING APRIL, 1913.

T. A. ADAMS, WM. T. EVANS,
CHAS. W. ANDERSON, WM. B. DICKSON,
EDMUND B. OSBORNE,

EX-OFFICIO MEMBERS

The Mayor of Montclair. Chairman Civic Assn., Highways and Parks Com.,
HENRY V. CRAWFORD. DECATUR M. SAWYER.

President Montclair Civic Association, Chairman Town Council, Street Opening Com.,

JOHN B. WIGHT. W. H. SCHOONMAKER.

Chairman Civic Assn., Transportation Com., Superintendent Montclair Streets,
A. F. MACK. MALCOLM H. SMITH.

In April, 1909, the following new members were elected for five years to succeed the members whose terms expired in one year: E. G. Chamberlain, Otto C. Wierum, Peder Larsen, Wm. E. Marcus, Alexander Luchars. Mr. Ellis P. Earle was elected to succeed F. Meriam Wheeler, who resigned on account of ill health. In 1909, John M. Chapman succeeded Decatur M. Sawyer as Chairman of the Civic Association Committee on Parks and Highways.

OFFICERS OF THE COMMISSION.

WM. T. EVANS.	313 President
EDMUND B. OSBORNE,	Vice-President
JULIAN R. TINKHAM,	Secretary
CORNELIUS D. DUBOIS,	Treasurer

(Wm. H. Farmer has been elected Secretary to succeed Julian R. Tinkham, whose term expired in 1909.)

EXECUTIVE COMMITTEE.

EDMUND B. OSBORNE, <i>Chairman,</i>	MICHEL M. LE BRUN,
WM. T. EVANS,	WM. B. DICKSON,
W. I. LINCOLN ADAMS,	Ex-officio Members.
JAS. N. JARVIE,	THE TREASURER,
FREDERICK E. KIP,	THE SECRETARY.

MONTCLAIR
THE PRESERVATION OF ITS NATURAL
BEAUTY AND ITS IMPROVEMENT
AS A RESIDENCE TOWN

“Will it be beautiful?” should be asked as to any proposition for improvement, but it is not by any means the first question to be asked. ‘Is it in purpose and tendency aiming in the direction we have deliberately chosen?’ ‘Is it appropriate to that particular kind of common, park, street, dooryard, or township, which we can reasonably look forward to having during the period in which the improvement will be effective?’ These are the first questions to ask in such a case. They are often hard to answer, but real improvements are not made easily and thoughtlessly. Time, effort, and money expended on embellishments, without painstaking thought as to their ultimate result, are apt to be worse than wasted; while wise forethought as to purpose and tendencies may so shape the simplest utilitarian necessities of a village as to give it the beauty of consistency, harmony, and truth.”

Frederick Law Olmsted.

MR. NOLEN'S REPORT TO THE MUNICIPAL ART COMMISSION.

TO PRESERVE the characteristic natural attractions of Montclair and to promote its convenience and beauty as a residence town, requires, first, an estimate of its resources of situation, climate and scenery, and a brief appraisal of its existing facilities for town life, and then a plan of procedure to secure those other features which may be reasonably considered necessary, desirable, or appropriate.

Montclair's natural resources as a residence town are real and permanent. It is situated twelve miles west of the Hudson River, on the east side of Watchung Mountain, and has an elevation ranging from about 300 to 700 feet. The country is wonderfully picturesque, much of it still rural in aspect, and well-wooded with oaks, chestnuts, maples, and other native trees. To the east there is a broad and impressive landscape view with the high towers of New York City visible by day and its magic lights at night. To the west, from the Mountain top, one looks out upon a reach of graceful valley with all the charm and beauty that such a landscape feature affords.

A PICTURESQUE AND IRREGULAR TOWN PLAN.

To these natural advantages of Montclair two have been added which increase greatly its value and delight as a residence town. It has age and the mellowness which goes with it, and a picturesque and irregular town plan. Montclair is not a new town. The early settlers came from Connecticut nearly two centuries ago, bringing with them the characteristic New England ideals of education, religion, and life. Their wholesome marks are still visible. The town plan, the location and direction of streets and open spaces, are largely the result of a slow evolution, new facilities coming gradually only in response to new demands. Such an evolution or growth in a town or city plan has nearly always its peculiar limitations, but it has also its peculiar merits; and, in the case of a town primarily for residence, imparts a flavor, an atmosphere, a distinction, seldom secured in any other way. Elm Street and Llewellyn

THE IMPROVEMENT OF MONTCLAIR.

Road have a mellow beauty that can come only with time. On the other hand, all the commonplace characteristics of the new suburb with its regularity, its straight streets, its absence of trees, its general rawness, are lacking in Montclair.

As might be expected, Montclair possesses the usual public facilities for town life. It has paved and shaded streets, sidewalks and sewers, electric cars, an adequate and pure water supply, gas and electric light, and other public works. It has schools of marked excellence in many particulars; its churches are numerous and large; and the golf and country clubs and other social features maintained by private funds provide recreation for a considerable number. Already the Essex County Park System is more or less available, and a beginning has been made with local parks.

MONTCLAIR CANNOT AFFORD TO RELY ON ITS SUPERIOR NATURAL ATTRACTIONS ALONE.

But, after all, these facilities are only usual and are matched by many American communities with much less in the way of natural advantages and of wealth. They are in no wise notable. In fact, in comparison with some cities, not only in the East but in the West, Montclair is lacking in some of the most essential features of convenience, comfort, and characteristic beauty. It can ill afford to rely longer on its superior natural attractions. These are of great worth and should be preserved with fidelity, but to them should now be added suitable railroad approaches; a more adequate provision for local business; a suitable Town Common around which to cluster new educational, art, and recreation features; widened and improved streets; thoroughfares for traffic and pleasure driving; a more thoughtful method of planting and maintaining street trees; a rational system of opening streets; a decidedly better housing of the poor; and a more comprehensive, modern, and significant development of open spaces, local parks and playgrounds.

These are the main features with which this Report will concern itself. Town art should be fundamental, aiming not at superficial effects but at convenience and utility and, only through them, at beauty. It should take account of many practical matters,—land values, their stability and increase, the promotion of health and happiness, the prevention of nuisances, the protection of the character of neighborhoods, and the organic development of the whole town.



ON LLEWELLYN ROAD
"Elm street and Llewellyn road have a mellow beauty that can come only with time."



SOUTH MOUNTAIN AVENUE.
One of the most beautiful suburban streets in the world. "First impressions" of Montclair give no hint of its real charm.

RAILROAD STATIONS AND THEIR SURROUNDINGS.

FOR perfectly obvious reasons it is important that every city, town, and village should do all that is possible to insure convenience, orderliness, and a certain type of beauty in and about its railroad approaches.* Especially important is it in the case of a suburban town;



FIRST IMPRESSIONS OF MONTCLAIR ON THE D. L. & W.
We put our worst foot forward.

first, because the station is used daily by a majority of the entire population and, secondly, because the arrival at the station should afford at once, in contrast to the city, something of the quiet, order, and beauty that should be found in any home that makes the long daily journey back and forth worth while.

* "The Railway Beautiful," Sylvester Baxter, *The Century Magazine*, April, 1908.

THE IMPROVEMENT OF MONTCLAIR.

If one were to form an impression of Montclair as a residence town from the present railroad stations, either the Lackawanna or the Erie, it would be far from agreeable. The buildings are old, ugly, and badly located, the surroundings unsightly, without adequate provision for convenience or the slightest suggestion of beauty. What is true of the stations and surroundings is equally true of the line of the railroads through the town. It is like tracing the course of a blight to follow these railroads,



MAIN STATION ERIE R. R.
Inadequate and unsightly—compare with Erie station at Upper Montclair.

—everywhere they have left their ugly scars. Some may think that this is necessary. An inspection of other stations will prove it not to be so. In Pennsylvania, in Massachusetts, in some parts of New Jersey and New York and in certain states of the West, to say nothing of Europe, many examples can be named of railroads with orderly, appropriate, and even beautiful surroundings. In fact, there is but one excuse for the present intolerable situation in Montclair,—both railroads have long outgrown the earlier provisions for service, and have not yet replaced them with something more adequate and fitting. Over fifteen hundred passengers are landed at the Lackawanna station daily, and as many more at the



D. L. & W. PASSENGER STATION.

Old, inconvenient, and altogether inadequate; it will undoubtedly be replaced in the near future with a modern terminal that will fully meet the demands of convenience and that will be architecturally appropriate for a suburban town.

THE IMPROVEMENT OF MONTCLAIR.

various stations of the Erie railroad. This number is certain to be soon largely increased, perhaps doubled. The permanent attractions of Montclair for residence, and especially the new facilities for getting to and from New York furnished by the recently opened Hudson tunnels, will not be overlooked by people seeking out-of-town homes.

It should be recognized that there are some matters connected with the railroad stations which concern vitally the interests of the town, but which are apt to be neglected by the railroad companies. The latter often appreciate the need for an up-to-date station building, but do not take



D. L. & W. PASSENGER STATION AT SHORT HILLS, N. J.
Convenient, appropriate, and beautiful. The D. L. & W. people "know how," and will do "the right thing" in Montclair.

pains to have it accord with the character of the town. They are impressed with the necessity to provide freight facilities, but overlook the equal necessity to provide passenger facilities, both foot and vehicular. Again and again, the railroads ignore the question of approaches to the station, and the beautifying of the station surroundings seldom receives the attention it deserves, from economic if from no other reason.

The Lackawanna railroad must soon rebuild its Montclair station. An opportunity, therefore, would appear to be afforded to consider the location of the station, the character of the building, and the treatment of its



FIRST IMPRESSIONS OF MONTCLAIR.
Coming from New York on the Erie



FIRST IMPRESSIONS OF SCARSDALE, N. Y.
From the N. Y. Central R. R.

THE IMPROVEMENT OF MONTCLAIR.

surroundings. At present the Lackawanna station is situated on no important street, but between Bloomfield and Glenridge Avenues with an outlet on Spring Street. This site has objections. It involves a curve approaching Bloomfield Avenue from Glenridge, a grade crossing at Bloomfield Avenue (over sixty passenger trains a day crossing the tracks of four hundred trolley cars, to say nothing of other traffic) and a crossing at Grove Street, the most important thoroughfare on the east side of Montclair, which must in time, it would seem, have a double track of elec-



"LOOK ON THIS PICTURE

View from left side of Erie train coming into Upper Montclair from New York.
These poplars were planted only a few years ago.

tric cars. Furthermore, the present station stands upon a block that would be too small even if all of it, from Bloomfield Avenue to Glenridge Avenue and from Spring Street to Grove Street, were given up to the needs of a passenger station and approaches.

The best site, the most logical, would appear to be the block between Bloomfield Avenue, Washington Street, Elm Street, and Hartley Street. The selection of this site would do away altogether with the necessity of crossing either Bloomfield Avenue or Elm Street and would give a good-sized block on a commanding elevation for the station and grounds. It

RAILROAD STATIONS AND THEIR SURROUNDINGS.

would involve the railroad, however, in some radical changes of its arrangements. The next best site is the one directly opposite, the block bounded by Bloomfield Avenue, Glenridge Avenue, Grove Street, and Pine Street. It has ample size, avoids the crossing of Grove Street and involves the railroad in no radical changes. The most serious objection to it, as compared with the site on the other side of Bloomfield Avenue, is that it continues the present ugly and dangerous crossing of Bloomfield Avenue. The street or the railroad would have to be elevated, for



AND THEN ON THIS."

View from right side of Erie train coming into Upper Montclair. Why not plant poplars on this side too?

a grade crossing at either Bloomfield Avenue or Grove Street should not be tolerated. Either of these sites, however, would give opportunity for vast improvement on the existing conditions. The new plan should include a well-located and suitable station, sheds for public and private vehicles, and ample platforms. There should also be space for appropriate planting of hardy shrubs and trees, a feature that should not be omitted in any approach to Montclair.

The improvement of the main station of the Erie railroad,* at

* The names of the five stations on the Erie Road may not seem to be an important matter, but the method of naming stations after streets which run more or less parallel to the railroad is a confusing one; might it not be an advantage to substitute for them the names of streets at right angles with the railroad?

THE IMPROVEMENT OF MONTCLAIR.

Greenwood Avenue and Walnut Street, should be approached in much the same way, although neither the changes needed nor the opportunities are so great. There is already near the station a small planted space, which is at least an indication of what is possible. It seems as if the new station could be located with advantage on the axis of Montclair Avenue and Greenwood Avenue and thus made a feature of real beauty for that section of the town.

In Upper Montclair the station itself is fairly good, but a marked and much needed improvement could be made if the railroad, the town,



ERIE STATION, UPPER MONTCLAIR, FITTING AND SIGHTLY.
The grounds at the left are privately owned and maintained by public subscription; they should be acquired by the town and made a permanent park.

or the two acting together, would secure the open space west of the station; and the unsightly low block to the east, bounded by Bellevue and Lorraine Avenues and Valley Road, should be owned or controlled by the town. These two acquisitions would give opportunity not only for adequate railroad approaches, but also for the development of a convenient and distinctive business centre for Upper Montclair. Around this open space not only stores but local public and semi-public buildings would unquestionably be located. The trend of the present development makes this reasonably certain.

RAILROAD STATIONS AND THEIR SURROUNDINGS.

The improvement of the railroad approaches to Montclair is one of the most important phases under consideration. It can be effected only



THE DANGEROUS RAILROAD AND TROLLEY CROSSING AT
BLOOMFIELD AVENUE.

"Over sixty passenger trains a day crossing the track of four hundred trolley cars, to say nothing of other traffic." The citizens of Montclair should not be satisfied until every railroad grade crossing in the town is abolished.

by an open-minded study of the present and future interests of the whole town and a hearty co-operation on the part of railroad officials and all classes of townspeople.



A VIEW FROM ERIE MAIN STATION, MONTCLAIR.



VIEW FROM A PASSENGER STATION IN NORFOLK, VA.

CONFUSION AND CONGESTION AT "THE CENTER."

EVEN a superficial study of the plan of Montclair makes clear the present predominance as a business centre of the Six Corners,—the place where Glenridge and Fullerton Avenues cross Bloomfield Avenue, and a more thorough study of the situation and of the laws of town growth soon convinces one that this point may be the stable and permanent centre of the town, provided more ample facilities are forthcoming to meet the demands of transportation and business. Up to the present time everything has been done by the location and direction of

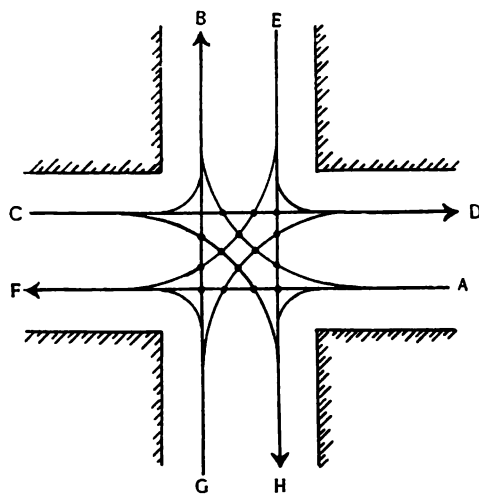


PROSPECT TERRACE—AN ATTRACTIVE SHORT STREET.
The homes are good but much of the real charm depends upon the planting—the trees and shrubbery.

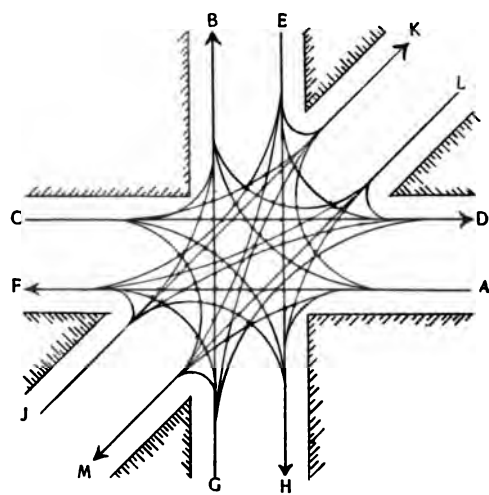
through-streets and by the construction of stores to attract traffic into or through this centre. But nothing has been done as yet to meet the needs of this traffic; not one foot of space is open for public use beyond the bare width of the rather narrow streets. The result, quite natural and inevitable, is that this centre is already the scene of surprising confusion and congestion, a situation that must become steadily worse and, unless corrected, lead ultimately to the shifting of the trade centre to another section. This condition is exaggerated by the fact that there is no through street running north and south between Fullerton Avenue and

THE IMPROVEMENT OF MONTCLAIR.

Valley Road, a distance of 1,400 feet. More than that, all the traffic from the north end of the town to the south between Fullerton Avenue and Valley Road, which at places are nearly half a mile apart, is, because of the lack of cross streets, turned needlessly into the Six Corners. It is an instructive, even if disquieting, study to stand for an hour at the corner of Bloomfield Avenue and Church Street during a busy portion of the day, watch the steady procession of carriages, motor vehicles, business wagons, and electric cars, and then consider that this is the heart of a town which



ORDINARY STREET CROSSING, WITH
SIXTEEN COLLISION POINTS.



"THE SIX CORNERS"—BLOOMFIELD AVE.,
FULLERTON AVE., GLEN RIDGE AVE.,
AND CHURCH STREET, WITH ONE
HUNDRED AND TWENTY COLLISION
POINTS.

prides itself on keeping as much as possible of what is most essential in the country, and that families have set up their homes here primarily to escape some of the noise and turmoil of New York City.

In connection with this matter of traffic a German city planner has made some very interesting investigations of a number of collision points possible in different cross street arrangements, a few of his diagrams being reproduced in this report. He shows that where one street leads into another, there are only three collision points; where two streets cross each other, sixteen collision points; where three streets cross each other, as in the case of the Montclair business centre, the astonishing number of one hundred and twenty collision points.



A BIRDS-EYE VIEW IN MONTCLAIR.

"The country is wonderfully picturesque, much of it still rural in aspect, and well wooded with oak, chestnut, maples, and other native trees."

THE IMPROVEMENT OF MONTCLAIR.

The natural conclusion to be drawn from these statements is that the conditions at the present centre are in conflict with one of the most precious elements of Montclair life, and unless corrected effectually, may lead in time to the shifting of business to more adequate quarters. The present arrangement stands for discomfort, inconvenience, and, perhaps, accident, and everything reasonably possible should be done to bring about a revision of it. "The square in the centre of the town," said a



GROUNDS OF THE OLD CENTRAL GRAMMAR SCHOOL.

If Montclair is to be the best possible home town, every school house should have ample playgrounds connected with it.

local paper recently, "is coming to be as dangerous a place as 'dead man's curve' on Fourteenth Street, New York City."

What can still be done? One thing relatively easy can certainly be done without delay. Park Street can be cut through, with a width of at least sixty feet, from Bloomfield Avenue to Church Street, coming out at or near Bradford Place; and Forest Street can be connected with Seymour Street. Fortunately this extension of Park Street would destroy no property of great worth; on the contrary it would open up valuable front-



THE PROPOSED BUSINESS PLAZA AT "THE SIX CORNERS."

The enlargement Mr. Nolen proposes seems necessary not only for convenience but for actual safety—furthermore it will add greatly to the attractiveness of "Montclair Center." (See Page 30.)

NEED OF A BUSINESS PLAZA.

ages for business use and incidentally give the Y. M. C. A. building a corner situation more fitting for a public edifice of such size. The relief that these connections would afford is immeasurable.

But the extension of Park Street and of Forest Street would by no means be enough. Something must be done at the Six Corners themselves. Direct relief there is imperative. Above all, more open paved space must somehow be secured. The plan submitted for what is called



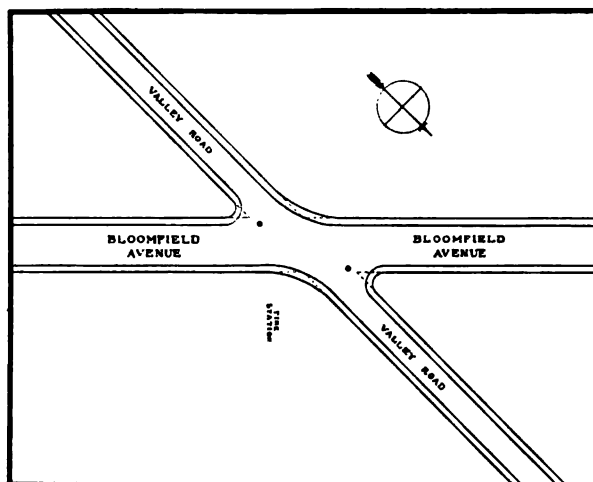
HOBURG PLACE—ONE OF THE MOST BEAUTIFUL SHORT STREETS IN TOWN.

The importance of tree planting along the sides of streets is impressively illustrated in the charm of Hoburg Place.

a Business Plaza proposes to secure such space by the following changes in existing property lines: (1) To cut back the corner of Bloomfield Avenue and Church Street as indicated. (2) To round off the corner of Bloomfield and Glenridge Avenues. (3) To rearrange, as shown in the plan, the lines of the property at the corner of Fullerton and Glenridge Avenues so as to make the whole area shapely and relatively somewhat spacious. These changes can now be made with comparative ease and would probably justify themselves on financial grounds alone. All

THE IMPROVEMENT OF MONTCLAIR.

the properties would gain in valuable frontage on the newly formed Plaza, and the one most affected, the corner of Fullerton and Glenridge Avenues, would actually have about 220 feet of frontage in place of 170, a gain of over twenty-five per cent. As a result, a large, open, well-arranged Plaza, 160 by 300 feet, would be established, affording some of the space indispensable for increasing traffic and an altogether more worthy setting for the retail business of the town. While not ideal, the proposed changes in the general plan, especially if coupled with a different and more appropriate architectural standard, would unquestionably more than justify themselves.



ENLARGING AN IMPORTANT INTERSECTION.

In the Spring of 1909 the owner of the Mansion House site at Bloomfield Avenue and Valley Road informed the Municipal Art Commission that he would shortly begin plans for contemplated improvements and requested them to suggest what, in their judgment, the interests of the public required as to the location of buildings in relation to the streets. Mr. Nolen was called into conference with the owner and a Committee, and it was agreed that, as traffic at this intersection will greatly increase in the future, the space ought to be enlarged by rounding of the corners, now, before permanent improvements are made on the corner lots. Thereupon the owner of the Mansion House site proposed to the City Council to give to the Town, for enlarging the street space, a triangle 35 feet deep, provided the Town would round the corner of its own property (Police Station, etc.), and purchase enough of the northeast triangle opposite to round that corner also. The Council accepted the proposition. Since that the owner of the northwest corner has agreed to give a sufficient amount of ground to suitably round that corner of the road. Thus the four corners of this busy crossing will be rounded and the street will be made safer and pleasanter for all time.

There are many other street intersections in Montclair which would be greatly improved in appearance and convenience by rounding the corners, and it is hoped that the owners of corner lots, who can do so without cost or sacrifice, will offer to donate the small amount of ground necessary for that purpose.

IV. A TOWN COMMON.

(See Frontispiece.)

NOTWITHSTANDING the fact that Montclair has a population of 20,000 or more and an assessed valuation of nearly twenty-seven millions, it has no real Town Centre, no town buildings of its own. The local public business is transacted in rented quarters, as is also that of the Post Office. Here is a lost opportunity. Many a town of Montclair's population or less, with not one-half its wealth, has been rendered interesting primarily through the possession of a group of well-designed public or quasi-public buildings, arranged around or near a village green or common. The people of Montclair have erected some substantial schoolhouses and several dozen church buildings, many of them of a size, material, and design to justify pride. But there is no Town Hall, no suitable Post Office. A town like Montclair, still in a formative stage with its future assured, has an opportunity to secure all the advantages of centering its town life in some appropriate place. By working out in advance a plan broad enough and elastic enough for future needs, it may secure most gratifying results at slight expense; indeed the cost may possibly be less than the present haphazard and wasteful method. No matter how small the place, it must sooner or later have some public buildings, and their proper location and relation to one another is important in inverse ratio to the size of the town. A large city has other claims to distinction, but the little town must make the most of the few buildings that its more limited requirements demand.

The nearest approach in Montclair to what might be called a Civic or Town Centre is the neighborhood of the High School, where a number of school buildings, the Public Library, and several churches stand. This location has been fixed upon by a process of natural selection and its further development would seem to be equally natural. Many residents of the town are agreed that it is pre-eminently adapted for a more general public use. It appears to be not only well suited but available, for as yet no buildings of importance have been erected upon the adjacent prop-

THE IMPROVEMENT OF MONTCLAIR.

erty affected. Indeed, some parts of the section—along the lower end of Myrtle Avenue, for example—have developed in such an unfavorable way as to make a radical transformation highly desirable. Following these natural tendencies, this general public opinion, and with a view to embracing this peculiar opportunity, one that cannot be expected to last indefinitely, I have prepared a suggestive plan—it is only that—for a Town Centre. It proposes to transform the irregular block from Church Street to Myrtle Avenue and Orange Road to Trinity Street, about 400 feet square, into a green square or Town Common, avoiding unnecessary formality in its development and retaining and enhancing a certain picturesque quality that that neighborhood possesses at present. This block



A VIEW IN UPPER MONTCLAIR.

The owner of this would probably clean it up, if he thought his reputation in the neighborhood depended upon it.

once secured, there would be easy and admirable opportunity, all that the Town needs, to group around it in a simple, harmonious fashion, many of the buildings required for public business, for art and recreation, for central schools. Here would be the High School, the Central Grammar School, the Library and churches already located; also the new Town Hall, public baths and gymnasium, perhaps the Post Office, and such semi-public enterprises, much needed in Montclair, as an Inn or small Hotel, and a Casino* and Garden for music, theatrical performances and art exhibitions. Such a development would unquestionably justify its cost.

* The Municipal Theatre, of Red Wing, Minn., a town of but 10,000 population, has been a success from every point of view. It was founded through a bequest of \$80,000 from a citizen of Red Wing. (See illustration, page 60.)

V. STREETS AND ROADS.

TOWN improvement centres in the street. The street ramifies everywhere from the heart of the town to the remotest corner and nothing can atone for its inadequate or inappropriate development. Every



ANOTHER VIEW IN UPPER MONTCLAIR—THE GOLF COURSE.

The facilities for outdoor recreation can hardly be overdone in a town like Montclair.

decision with regard to the street is important,—its location, its width, its subdivision, its grade, its planting, its fixtures; and with but few exceptions these decisions concern the general public far more than the individual or group of individuals who happen to reside on the particular street under consideration. Therefore the settlement of these matters,

THE IMPROVEMENT OF MONTCLAIR.

it would seem, should rest in public hands and the decision made primarily with regard to public interests. But in order that the public may be effectively served in street-making, some official must have not only large knowledge but large authority.

Different streets have different functions and every street is related, or should be, to some other street. Even in Montclair there is reason for considerable variety. Some streets are for modest residences; some for large estates; some are primarily business streets; some, by virtue of their location and grade, are thoroughfares; some, for other reasons, are the natural arteries for electric car lines; while still others are, or might



A STREET THAT DIDN'T "JUST GROW," BUT WAS "MADE"—
BILTMORE, N. C.

be, adapted for pleasure drives. These varying functions require varying treatment, and varying treatment is not likely to be discriminating and effective unless executed and controlled by public authority.

The streets of Montclair are not what they should be. Most of them have been located by the owners of adjacent real estate, primarily with regard to private interests, and afterwards accepted by the town. The result is far from satisfactory. While there is an irregularity which is not inappropriate in a residence town, there is little grace in the lines of the streets and less real charm. The need for continuity and for thoroughfares has been largely neglected. The general width of 50 or 60 feet is good for an average, but in some cases the streets should be not



ELM STREET, MONTCLAIR.

Advertisers would not disfigure our town with signs if they knew how offensive they are to the people whose business they want.



BELLEVUE AVENUE—THE "BLOOMFIELD AVENUE" OF UPPER MONTCLAIR.

THE IMPROVEMENT OF MONTCLAIR.

less than 100 feet; in other cases 44 feet or even 36 feet might suffice. As a rule the roadway is proportionally wider than necessary, being about 36 feet. Of this width, however, only 16 feet is macadamized. The planting strip between the roadway and the sidewalk is invariably inadequate, rarely exceeding three feet and often much narrower. Owing to the lack of storm sewers the gutters are frequently deep gulches, making their contribution to the general unattractiveness of the street development. Street trees are numerous and generally sugar maples, elms,

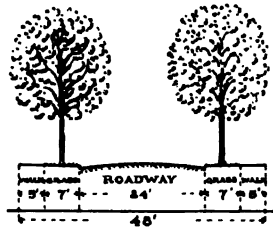


A GREAT OAK ON CEDAR AVENUE.

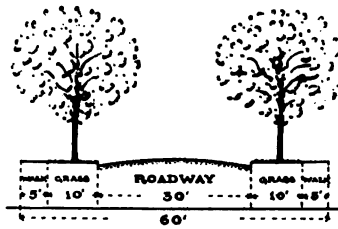
If the street trees of Montclair are expected to grow to full maturity they must have room—this tree needs at least six feet—ten would be better.

or other suitable species, but they need much more attention, system, and skill in setting out and in maintenance. Trees are one of the chief assets of Montclair, contributing to health, comfort, and beauty more than any other single feature. They deserve care, thought, and liberal expenditure. Nothing else will yield larger returns. The street fixtures,—lamp posts, signs, etc.,—are of the customary commonplace variety, no better and no worse than the average American town.

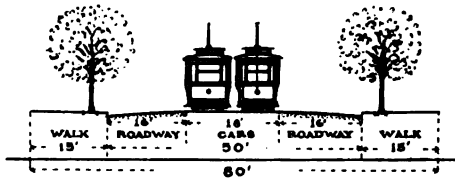
These unfavorable results are not the fault of public officials, but are due, I believe, to a wrong system and in part to inadequate funds. The



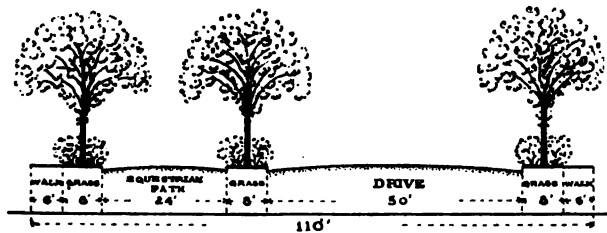
1. SECONDARY STREET



2. NORMAL RESIDENCE STREET



3. BLOOMFIELD AVENUE



4. CIRCUIT DRIVE

MONTCLAIR STREETS: PROPOSED ARRANGEMENT

THE IMPROVEMENT OF MONTCLAIR.

town should have full authority to locate streets, determine their width and character, and control their improvement. The drawings and other illustrations submitted are intended to be suggestive only. In general, however, I recommend for a normal residence street with no special demands upon it, that the roadway be narrowed to twenty-four feet, that all this roadway be paved, that the planting strip for trees be at least five feet wide (it should often be more), and that where necessary storm sewers be provided. Some details, like the easier rounding of corners and the



A SUGGESTION FOR BLOOMFIELD AVE.
These trees in Lucerne, Switzerland, are kept low by trimming the tops.



"THE STREETS OF MONTCLAIR ARE NOT WHAT THEY SHOULD BE."

improvement of sidewalks, need attention also. To raise the standard of street improvement to this point will require a larger appropriation, but a comparison with other communities will show that Montclair is spending less than many towns of its own class; it can ill afford to continue the inferior street conditions that prevail at present.

A special street problem is Bloomfield Avenue. It is a traffic street and most of it is given over already to business purposes. The less said about its appearance the better. Much of it is unsightly and parts little short of disgraceful. This avenue is now eighty feet wide and carries



A COMMONPLACE STREET SIGN AND LAMP POST.



A STREET SIGN AND LAMP POST WITH CHARACTER.



WHAT WE HAVE NOW.



A SUGGESTION.



BLOOMFIELD AVENUE IDEALIZED—BUT NOT IMPOSSIBLE.

“At present Bloomfield Avenue is an eyesore, but under proper improvement and regulation, it might become one of the most distinctive and attractive features of the town.”



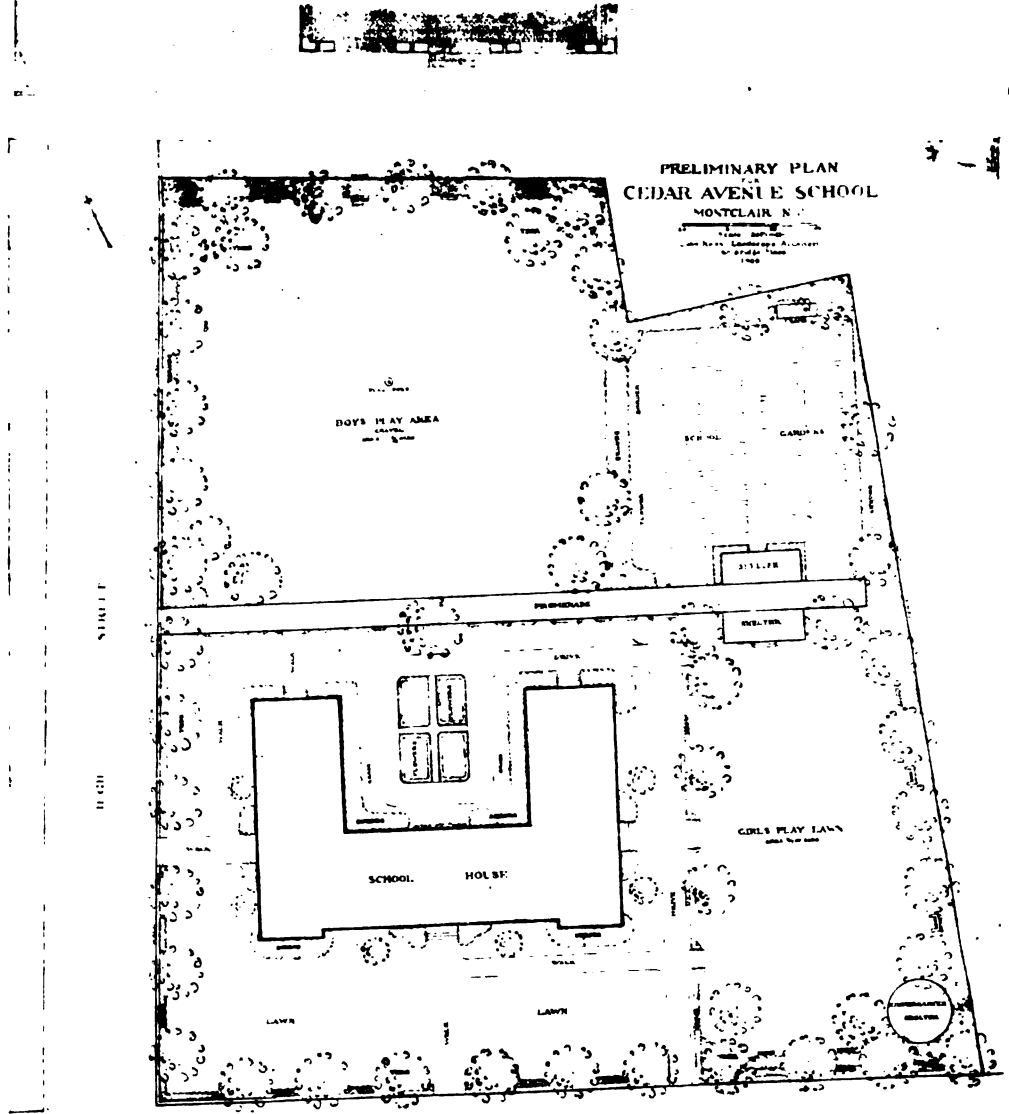
“A SPECIAL STREET PROBLEM IS BLOOMFIELD AVENUE.”

The hope of Bloomfield Avenue is that most of it is so bad; it must change and the change must be for the better. It can be made a beautiful avenue, if the property owners live up to their opportunities in replacing the present, temporary structures with suitably designed, permanent buildings.

STREETS AND ROADS.

two lines of electric cars. By reason of its central location and easy grade up and over the mountain, it is also much used by vehicles of all sorts. There can be little doubt that the first and greatest need is to widen this avenue to one hundred feet. The future is likely to make this imperative. If values on some parts of the avenue are already too high, it should at least be widened west of Orange Road, where improvements have not yet fixed the width. The aspect of Bloomfield Avenue should also be radically changed. It should be, first of all, much better paved and curbed throughout its entire length. If possible space should be reserved for trees, which might, however, be kept low by proper pruning so as to afford some shade and a neat appearance without in any way being objectionable or interfering with business. Proper restrictions should be placed on buildings,—their set-back, height, and material; and steps should be taken to encourage the construction of stores that would serve their purpose, but at the same time have an aspect more in keeping with what Montclair at its best stands for. The section and perspective sketch submitted are offered as illustrations of these recommendations. At present Bloomfield Avenue is an eye-sore, but under proper improvement and regulation it might become one of the most distinctive and attractive features of the town.

A MONTCLAIR SCHOOLGROUND DESIGNED BY A LANDSCAPE ARCHITECT.

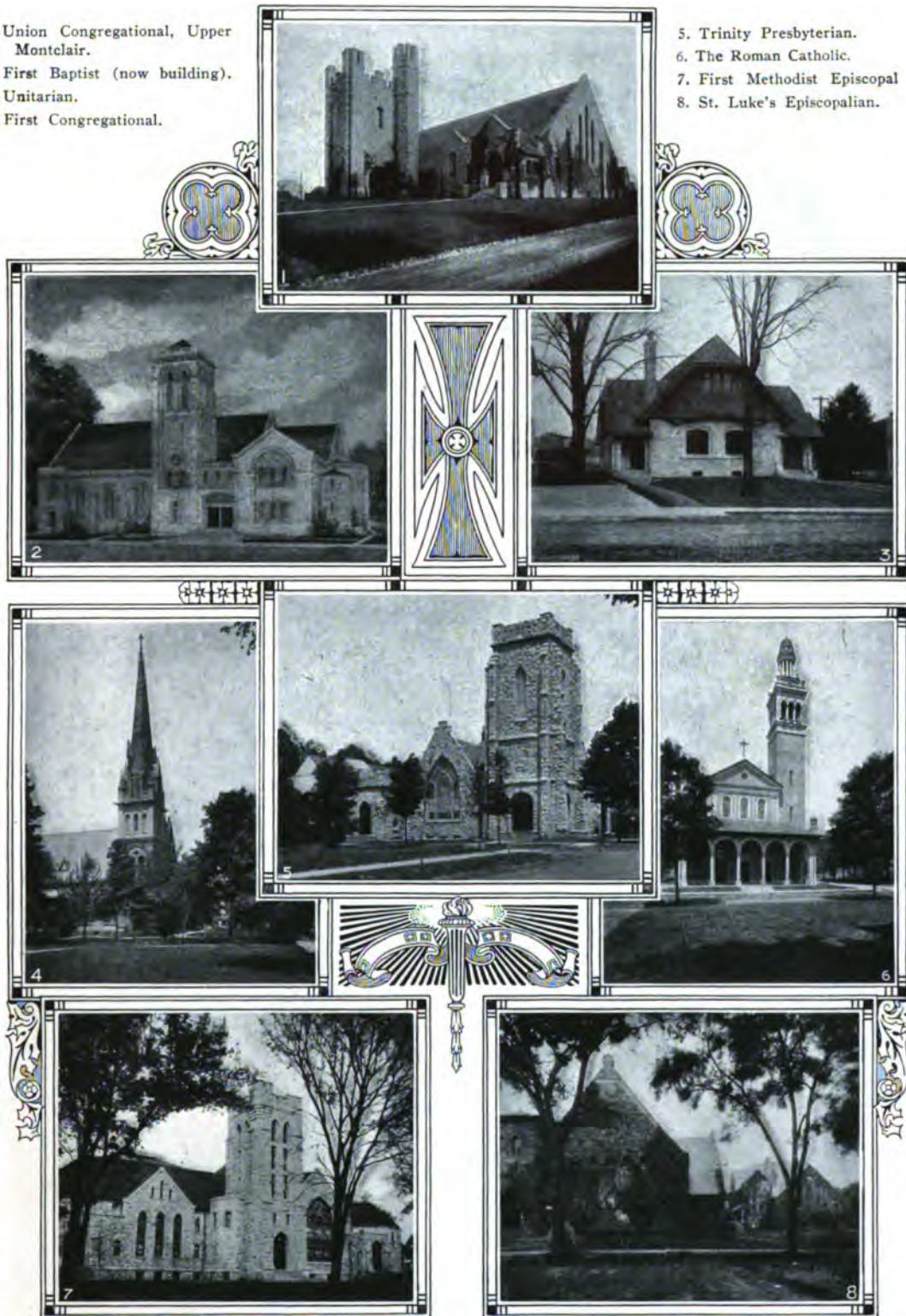


MONTCLAIR IS NOTED FOR ITS SUPERIOR PUBLIC SCHOOLS.

The new school buildings exemplify the latest ideas in school architecture and it is the purpose of the Board of Education to design and lay out the school grounds as carefully as they have designed the school buildings. Mr. Nolen has also made plans for the grounds around the new Central Grammar School.

1. Union Congregational, Upper Montclair.
2. First Baptist (now building).
3. Unitarian.
4. First Congregational.

5. Trinity Presbyterian.
6. The Roman Catholic.
7. First Methodist Episcopal.
8. St. Luke's Episcopalian.



SOME OF THE LEADING MONTCLAIR CHURCHES.

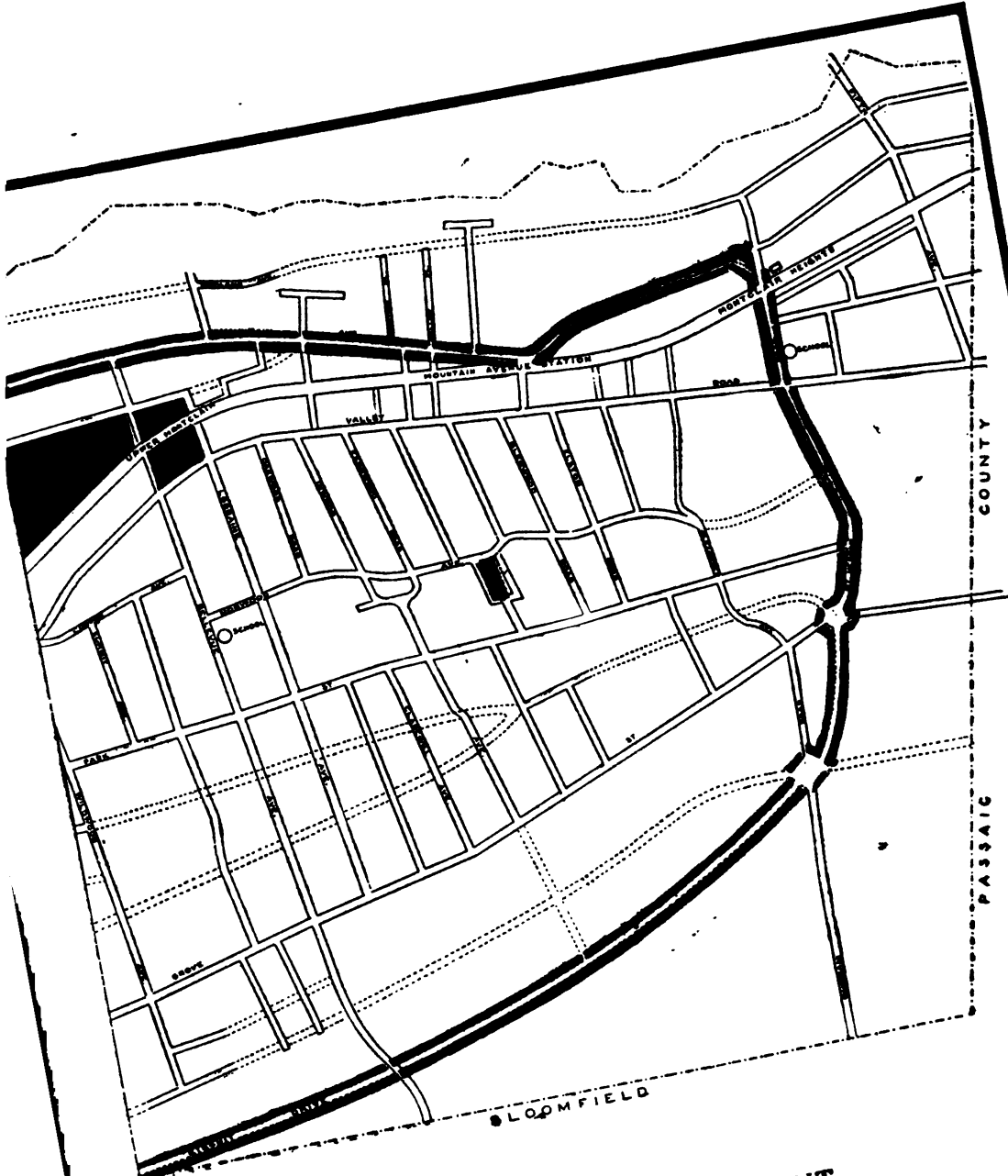
The English country type prevails, but the Roman Catholic is fittingly Romanesque. A satisfactory photograph of the old First Presbyterian could not be made because of the heavy foliage.



STATE NORMAL SCHOOL, UPPER MONTCLAIR.



THE MONTCLAIR CLUB HOUSE.

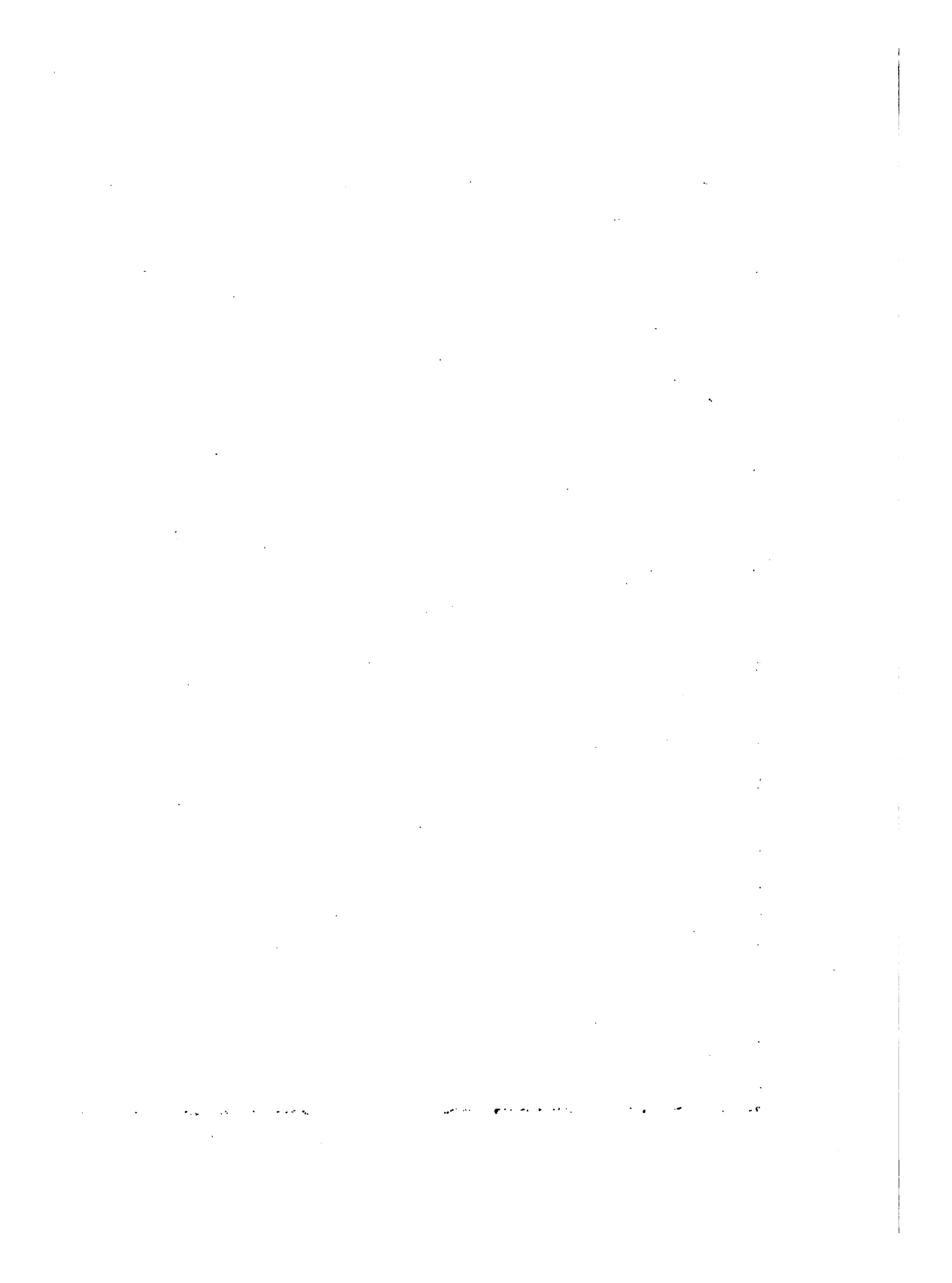


PLAN FOR THE IMPROVEMENT
 OF
MONTCLAIR AND GLEN RIDGE

Scale 400 ft. = 1 in.
 JOHN NOLEN LANDSCAPE ARCHITECT
 CAMBRIDGE MASS. 1908

NOTE.—On this map green ink indicates existing parks and unimproved property now owned by Montclair or Glen Ridge to be developed as parks or playgrounds; the proposed Town Common on Orange Road; the proposed Plaza at the intersection of Bloomfield and Fullerton Avenues; the proposed Circuit Drive; and Bloomfield Avenue, the main artery of travel. The broken lines indicate proposed street extensions.

the citizens of Glen Ridge
 include both in this map.



VI. THE TOWN PLAN.

SOME of the street questions in Montclair are so far-reaching that they may more properly be considered under the heading of the Town Plan. Montclair, as has already been stated, has grown in a very hap-hazard way, largely as a result of private or, at best, neighborhood



FULLERTON AVENUE AND BLOOMFIELD AVENUE.

This place is now badly crowded. A large portion of the space is usually occupied by delivery wagons. The creation of the proposed business plaza will give plenty of room. (See page 30.)

needs. The limitations of this method are already too apparent. Many of the mistakes are now beyond change. Some, however, can still be remedied and should have prompt and careful attention. I mention three that appear to me from such study as I have been able to give to the subject as of more than usual importance. They are: (1)

THE IMPROVEMENT OF MONTCLAIR.

The continuation and extension of certain streets which are in a sense thoroughfares; (2) The selection without delay of the streets that are best fitted for electric car lines, and the widening of them where necessary; (3) The improvement of circulation around the town by the establishment of a circuit or pleasure drive.



A COUNTRY ROAD IN FRANCE.

Much of the attractiveness of rural France depends upon the rows of beautiful trees that almost invariably line the country highways. Rows of trees would be just as effective along New Jersey Roads.



A LANE IN LETCHWORTH—THE "GARDEN CITY"—ENGLAND.

The planting and proper maintenance of trees on all streets in Montclair will add enormously to the attractiveness of the town.

An examination of the map of Montclair shows one very quickly how few streets there are that go on for any distance. I do not mean straight, but simply continuing through. Some of the most important connections and continuations needed are listed below and attention to them is invited. They are also shown on the General Plan.

**THE TOWN PLAN—SUGGESTED STREET CONNECTIONS
AND EXTENSIONS.**

1. Highland Avenue north to the boundaries of the town.
2. North Mountain Avenue from Bellevue Avenue to Upper Mountain Avenue.
3. St. Luke's Place to Clinton Avenue.
4. Trinity Street to South Orange Road.
5. Fullerton and Montclair Avenues north to a junction point and then to boundary of town.
6. A new street between Grove Street and Ridgewood Avenue, in continuation of Pine Street or Walnut Crescent.
7. Holmes Avenue from North Mountain to Upper Mountain Ave.
8. Chestnut Street, east to Ridgewood Avenue.
9. Chestnut Street, west to North Mountain Avenue.
10. Lable Street from Montclair Avenue to Christopher Street.
11. Linden Avenue from Park Street to Brunswick Road.
12. Park Street from Bloomfield Avenue to Church Street.
13. Forest Street to Seymour Street.
14. Prospect Avenue to Bloomfield Avenue.
15. Clinton Avenue to Llewellyn Road.
16. Inwood Avenue from Grove Street to Circuit Drive.
17. Warren Place to Lincoln Street.
18. High Street to Elm Street.
19. Norwood Avenue to Mt. Hebron Road.
20. Extension of street around Sunset Park.
21. A new street east of Grove Street between Wildwood Avenue and Bellevue Avenue.
22. Park Place east to meet proposed street between Grove Street and Circuit Drive.
23. Beverly Place west to Waterbury Road.
24. Waterbury Road south to Linden Avenue and north to Wildwood Avenue.
25. Maple Place to Portland Place.
26. Willow Street from Claremont Avenue to Walnut Street.
27. A new street between Cloverhill Place and Grove Street.
28. Grant Street to Pine Street.

THE IMPROVEMENT OF MONTCLAIR.

29. Mission Place, New Street, and Pine Street to Elmwood Ave.
30. New street connecting Marston Place extended with Woodland Avenue.
31. Marston Place from Grant Street to Maple Avenue.
32. Walnut Place from Orange Road to Ridgewood Avenue.
33. Douglas Road extended south.



A GOOD TYPE OF THE COUNTRY TOWN BUSINESS BLOCK.

This has been pronounced as architecturally "one of the best business blocks in Montclair," not because of its elegance or costliness, but because it is a fitting type for a country town, and not a small city building in the country.

34. Watchung Avenue north to Linden Avenue.
35. Linden Avenue west to Harrison Avenue.
36. Street from Circuit Drive to Virginia Avenue between Harrison Avenue and High Street.
37. Eagle Rock Way south to Circuit Drive.
38. Wayside Place to Circuit Drive.



THIS "MAGNIFICENT" APARTMENT HOUSE HAS RECENTLY BEEN BUILT IN A NEIGHBORING TOWN. IT MIGHT BE A CREDIT TO A NEW YORK STREET, BUT IN A COUNTRY TOWN IT IS AN ATROCITY. FROM ALL SUCH "IMPROVEMENTS" MONTCLAIR PRAYS TO BE SPARED.



STORE AND APARTMENT BUILDING, WITH GARAGE, FOR DOUGLASTON PARK, L. I.—THOMPSON & FROHLING, ARCHITECTS.

EFFECTIVE COUNTRY BUILDINGS MUST BE COUNTRYLIKE NOT CITYLIKE.



A COUNTRY INN.



POST OFFICE BUILDING, MONTCLAIR.



A BUSINESS BUILDING IN MONTCLAIR.
It will pay in Montclair to make business houses attractive.



POST OFFICE BUILDING, AMESBURY, MASS.



A BUSINESS BUILDING IN AN ENGLISH TOWN.
Why shouldn't Montclair business houses have ivy on the walls, and a bit of grass around them?



A SCENE NEAR BLOOMFIELD AVENUE.



SOMETHING DIFFERENT—AND NOT VERY EXPENSIVE.



MUCH OF THE NATURAL BEAUTY OF MONTCLAIR
STILL REMAINS.



THE SIMPLICITY OF OLD MONTCLAIR.

FUTURE STREET CAR LINES.

At the present time electric cars run only on Orange Road from the south boundary of the town to Llewellyn Road and then on Elm Street to Bloomfield Avenue; Bloomfield Avenue, double tracks, to Valley Road; and Valley Road to the north boundary of the town. This arrangement is hardly sufficient even now and will certainly not be so in the future. There are extensive unoccupied areas at the north and south ends of the



A BUSINESS BLOCK IN BILTMORE, NORTH CAROLINA.
Each building is designed with regard to its neighbor and all
"hang together."

town, adapted only for small suburban places, that will sooner or later need, demand, and get trolley service. Is it not to the advantage of all concerned to select as early as possible the streets on which these cars shall run, thus avoiding uncertainty, dissatisfaction, and instability? If this is a sound view, provision should be made for car service on the west side of the town, continuing the Valley Road line through Bell Street, across Bloomfield Avenue, along Orange Road past the proposed Town Common, and then probably along Harrison Avenue to the West Orange car line. For the east side of the town the Elm Street line should be extended on Grove Street as far north as population and settlement will

THE TOWN PLAN—A CIRCUIT DRIVE

justify, providing for a possible connection in the future with Valley Road. In all probability these car streets will ultimately have a double track and should therefore be widened to at least 75 feet; 90 feet would be necessary if the streets are to be tree planted.

One of the greatest needs of Montclair, and also one of its greatest opportunities, is a Circuit Drive. The main part of such a drive exists already; it needs only to be completed at the two ends and connected. On the west there is Upper Mountain Avenue and South Mountain Avenue; on the east Ridgewood Avenue in Glenridge, which for this pur-



A BUSINESS BLOCK IN MONTCLAIR.

Individual owners usually design their buildings according to their own requirements, without regard to adjacent buildings.

pose should be included with Montclair if possible. By making connections at the north and south ends a continuous parkway or drive twelve miles in length would be established. The parts already constructed are of marked beauty, seldom surpassed in our best suburbs. The new sections should be made of even greater attractiveness; they might be more like parks than streets, with ample space for planting, some of them perhaps evergreen for an all-year round effect. This Montclair-Glen Ridge Drive, as blocked out in a rough way on the General Plan, should be perfected in paving, planting, street fixtures, and maintenance, with provision throughout for bridle paths as well as drives and foot-walks.*

* The link at the south end might be continued east beyond Ridgewood Avenue to Watsessing Park in Bloomfield, forming a connection somewhat similar to the parkway recommended by Olmsted Bros., to the Essex County Park Commission.



CARNEGIE LIBRARY BUILDING, MONTCLAIR.



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING, MONTCLAIR.



A HOMELIKE ENGLISH INN.



TABITHA INN, FAIRHAVEN, MASS.

This was built by the late H. H. Rogers, in the town of his boyhood home, and named after his mother.



T. B. SHELDON MEMORIAL AUDITORIUM, RED WING, MINN.
Founded through a bequest of \$80,000.00, from T. B. Sheldon.



CLUB HOUSE OF THE MONTCLAIR GOLF CLUB.
The Montclair Golf Club Links (eighteen holes) are among the best and most attractive in this country.



A MONTCLAIR STREET—UNINTERESTING AND CROWDED.
Trees and shrubbery would do much to relieve the commonplace effect of this street.



GROUNDS OF THE MONTCLAIR ATHLETIC ASSOCIATION.
Playgrounds—for old and young—should be provided in various sections of Montclair,
while the land is obtainable at possible prices.



RAND PARK, MONTCLAIR—GIFT OF THE LATE MRS. JASPER RAND.

VII. PARKS, PLAYGROUNDS, AND OPEN SPACES.

THE people of Montclair should make sure of open spaces, playgrounds, and parks sufficient in number and extent and so located as to guarantee to every child and citizen of the town all the fresh air, sunlight, and out-door beauty that health and pleasure could reasonably require. For is not this the peculiar function of a community that attempts to provide permanent, away-from-the-city homes? And if it fails here, does it not fail to meet its most fundamental requirement?

In some respects Montclair can make a very good park showing. It is one of the communities that co-operated in the establishment of the Essex County Parks and Reservations, a system now of about 3,500 acres, including a great range of the finest landscape features to be found anywhere, and all carefully developed under expert advice and liberal, well-directed expenditure. These parks are all more or less accessible from Montclair, and one of the best, the Eagle Rock Reservation, over 400 acres of mountain land, is located but one mile from the centre of the town. The Essex County Park Commission has accepted Anderson Park (14 acres) in Upper Montclair, from a generous citizen of the town and constructed a very pretty neighborhood park and playfield.

The town has also received by gift Rand Park ($1\frac{1}{3}$ acres) and Porter Park ($1\frac{3}{4}$ acres), and it has purchased tracts on Cedar Street (13 acres), Valley Road (17 acres), Maple Avenue (18 acres), Essex Avenue (20 acres), and Spring Street ($\frac{1}{2}$ acre). The opportunity to make a park feature of Toney's Brook appears to have been lost except for the little piece that passes through Rand Park. These open spaces may be made very useful for public recreation, and as soon as possible they should be developed under carefully considered plans prepared by a landscape architect. The tracts on Cedar Street and Valley Road appear to be better adapted and more needed for playgrounds or recreation centres than parks, and I recommend that their use for that purpose be considered. There are over three thousand school children in Montclair and the only public playground is that on Maple Avenue just back

THE IMPROVEMENT OF MONTCLAIR.

of the school, which has been fixed up with apparatus and conducted as a play place for several years with great success. Brookline, Mass., with about the same population as Montclair, has 14 playgrounds, as distinct from parks, with a total of 225 acres. They range in size from a half acre to 125 acres and have cost over \$600,000, \$50,000 of which was



PLAYGROUND IN MAPLE AVENUE PARK, MONTCLAIR.

For several years the Daughters of the American Revolution have conducted this playground, securing the funds from voluntary contributions. Although handicapped by lack of equipment and scant funds, it has been very successful. It is expected that this park will be developed during 1910 by the County Park Commission.

contributed by abutters. Most of them have been acquired within the last ten years. The people of Montclair, with a deep interest in the welfare of children already manifested in many ways, should no longer delay the establishment of a complete system of playgrounds, a system that would provide for all parts of the town, and for boys and girls of all ages.



IN A CHICAGO PLAYGROUND.

"Perhaps the most serious lack in Montclair Parks is water.
There is no pond, lake, or river in the town.



THE KIND OF "COUNTRY LIFE" THAT COUNTS
WITH THE CHILDREN.

It would hardly be questioned that Montclair is a more attractive "Home Town" than Jersey City—but Montclair provides no such play facilities for children as Jersey City does. See Illustrations on Next Page.



VIEWS IN ZABRSKIE PLAYGROUND, JERSEY CITY.
Presented to the children of Jersey City by Cornelius Zabriskie and family. Dedicated June, 1909. Cost of grounds and equipment, \$80,000; designed by John T. Withers, architect.

PARKS, PLAYGROUNDS AND OPEN SPACES.

The arguments for playgrounds are unanswerable. First of all they are necessary to make children happy and happiness is one of the legitimate ends of young life. "If you make children happy now," said Sydney Smith, "you make them happy twenty years hence by the memory of it." A happy childhood is a primary resource for adult life. Then playgrounds make an indispensable contribution to health. Physical health depends, as we well know, upon a few simple elements; one of these is play in the open air, and moral health is directly related to physical health. The third justification of playgrounds is the indispensable preparation that they offer for adult life. To be a man in any complete sense one must have first lived the natural, full, joyous life of a boy. Play also reveals and develops personal taste and individuality. And then it is the school of citizenship. What is the most serious obstacle to social and political reform? Is it not indifference and the failure of individuals to pull together persistently and effectively toward a common end? Games by groups of boys and girls annul indifference, stimulate activity and teach the necessity, if victory is desired, of working harmoniously with others. For these reasons, if for no others, Montclair should proceed promptly to establish an adequate system of playgrounds or out-door schools, conveniently located, suitably equipped and effectively supervised. They should give to every child, every boy and girl, ample opportunity for play and out-door work in playground, shop, and garden. Montclair should offer all the inestimable advantages of a country childhood plus certain other advantages which the country can seldom provide.

Perhaps the most serious lack in Montclair parks is water. There is no pond, lake, or river in the town. To secure the beauty and advantages of natural water features, the town must therefore look beyond its present boundaries. There is not the slightest objection to this policy, however. Indeed it is increasingly true in this country, as it has long been true in Europe, that cities and towns must look outside their own limits for their main recreation grounds. It is seldom possible to organize a complete or well-balanced system of parks within the bounds of a single community, even when its area is extensive. The recent organization of metropolitan and county systems is one of the methods adopted here for meeting this difficulty. In Germany the cities and towns are more apt to purchase the land themselves, most of them owning to-day thousands



ANDERSON PARK, UPPER MONTCLAIR.
The land was donated by Mr. C. W. Anderson. The park was developed and is maintained by the Essex County Park Commission.

PARKS, PLAYGROUNDS AND OPEN SPACES.

of acres beyond their boundaries. Furthermore it must be kept in mind that the limits of towns and cities are constantly being extended and that large park areas are seldom secured except in advance of settlement. Verona Lake is therefore an opportunity for Montclair. It is very convenient, large, beautifully situated in a valley with fine views of the hills and mountains round about. For years its wooded shores have been



PASSAIC RIVER AT SINGAC.

The Passaic above Singac is as lovely as the Thames above Oxford. There is now a direct trolley line to Paterson, and it is only a question of time until there will be trolley connection with Newark and intervening towns. The banks of the Passaic, for several miles above Singac, should be acquired for a State or Inter-County Park and preserved forever for the millions of people who will eventually have ready access to this river. It is an easy opportunity now, and patriotic citizens of Essex and Passaic counties should see that it does not become a "lost opportunity."

used in summer for picnic purposes and boating, and in winter for skating, people coming from long distances and paying a fee to enjoy its advantages. Although farther away from the town than Verona Lake, certain sections of the Passaic River and Little Falls are also worthy of consideration.



TWO VIEWS OF VERONA LAKE, NEAR MONTCLAIR.—THIS LAKE IS NOW OWNED PRIVATELY, BUT IT SHOULD BECOME THE PROPERTY OF THE PEOPLE OF ESSEX COUNTY; IT SHOULD BE ACQUIRED BY THE COUNTY PARK COMMISSION AND CONVERTED INTO A PUBLIC PARK.





THE PASEO, KANSAS CITY, UNDER CONSTRUCTION.

When they want things in Kansas City, they go about it and get them. They needed a lake here and so they made it.



THE PASEO, KANSAS CITY, COMPLETED.

Montclair parks need ponds or little lakes for children's play in summer, and for skating in winter. They will cost—but people "move to Montclair for the children."



HOMES FOR PEOPLE OF SMALL MEANS IN PORT SUNLIGHT, NEAR LIVERPOOL, ENGLAND. THESE ARE SIX-FAMILY HOUSES—CHEAP AND SMALL, BUT BEAUTIFUL AND COMFORTABLE AND HEALTHFUL.



BETTER HOUSING FOR PEOPLE OF SMALL MEANS.

Closely related to the subject of parks and play areas is the housing of people of small means. The problem at bottom is to furnish to every child and adult fresh air, sunshine, and something of out-door beauty with opportunity for its convenient enjoyment. Montclair is not homogeneous. While its population consists mainly of New York business and professional men, seventy-five per cent. of the four thousand families going regularly to New York, there is also a considerable population of Italians and negroes, attracted by the opportunities that are offered



WORKING MEN'S HOMES IN MONTCLAIR.

for work. It is pleasant to think of these people employed in the country; but when one sees their homes, they appear little better off than in the slums of a great city. This condition is a standing reproach. Montclair can easily have model tenements for its working population, not only in the sections in which they now live, but especially in more open situations on the outskirts of the town where cheaper land would make small gardens and market gardening possible and profitable. It should not be difficult to obtain funds for such a purpose, and, as experience has demonstrated, the enterprise can be placed on a good business basis.

THE IMPROVEMENT OF MONTCLAIR.

This improvement in my opinion, although dependent on private and not public action, is as much needed as any heretofore referred to, not only for the sake of the people directly affected, but because of its intimate relation to the health, appearance, and welfare of the whole town.

With the Essex County parks and reservations close at hand, a complete and well-rounded system of local parks and playgrounds carefully designed and maintained, a better housing of the poor, open spaces near the railroad approaches, the proposed plaza in Upper Montclair, the Town Common, and the establishment of the Circuit Drive, Montclair would be provided with appropriate pleasure grounds, and thus secure permanently many of the advantages of life in the country.



A CHEAP HOUSE IN BILTMORE, N. C.

This house rents for \$10.00 per month. "Cheap" houses in Montclair need not be ugly houses, and small houses can be comfortable and sanitary.

In order to make large improvements in the Town Plan possible and to insure a better method of procedure for the future, it is recommended that the town endeavor to secure authority to act in the way that is common in Europe, and that has been followed already in a number of places in this country. This method is best represented perhaps by the City Plan Commission, of Hartford, Conn., which may condemn and take for public purposes any amount of land within its boundaries, and after improvements are completed, it may resell with or without reservations as to

SPECIAL LEGISLATION NEEDED.

future use such land as is not needed, thus securing for the general public some return from the increase in values, "the collectively earned increment," which the public improvements have brought about. The full text of the Hartford Act is reprinted in the Appendix of this Report. There is no town or city in the United States which has not need for such a law, and we can expect but slow progress and small achievement until



A FOUR-FAMILY HOUSE IN LETCHWORTH ("THE PERFECT CITY")
NEAR LONDON.

"The greater beauty of these garden cities lies chiefly in the architecture and gardening. The houses and stores all conform to some general style of architecture, but are never monotonous. Every building must be approved by the City's architect. The houses are all brick and built to last. There are no long rows of houses just alike."

legislation along these lines is secured. We require it imperatively, not only for town and civic centres, but also for streets, parkways, water and railroad approaches, parks, and playgrounds. The present deplorable appearance of so many of our communities and the supremacy of private interests over those of the public are largely due to this lack of proper legislation and authority.

SUMMARY OF DEFINITE RECOMMENDATIONS.

THE definite recommendations for the improvement of Montclair may be summarized as follows:

(1) That the officials of the Lackawanna Railroad be asked to consider the establishment of a new station with due regard to the contemplated large public improvements of the town, the connections with existing and future car lines, and the demands of a steadily increasing population.

(2) That efforts be made to obtain from the Erie Railroad a more appropriate and adequate building for the main station at Greenwood Avenue and Walnut Street and the reasonable improvement of the station surroundings.

(3) That open spaces be secured by the town and appropriately developed adjacent to all the main railroad approaches.

(4) That the town acquire the block in Upper Montclair near the Erie Station, from Valley Road to the Railroad and from Bellevue Avenue to Lorraine Avenue, developing it as a proper setting for the little business centre that is already naturally establishing itself on Bellevue Avenue near by.

(5) That the steadily increasing congestion of traffic at the Six Corners be relieved by cutting through Park Street to Church Street, Forest Street to Seymour Street, and by creating a Business Plaza 160 by 300 feet, as heretofore described.

(6) That a centre for the educational and official life of the town be formed in the neighborhood of the Public Library and High School by making a town "common" or "green" of the block from Church Street to Myrtle Avenue and from Trinity Street to Orange Road, grouping around it as may hereafter prove desirable public and semi-public buildings.

(7) That the school system be rendered more complete when public funds permit by establishing in the neighborhood of the proposed Town Common special buildings for manual training, physical education, and public baths.

(8) That Bloomfield Avenue be widened to 100 feet where possible, certainly west of Orange Road, and that some such steps as those

SUMMARY OF DEFINITE RECOMMENDATIONS.

recommended in this report be taken to make it an attractive and appropriate business street.

(9) That Orange Road and Elm Street (on both of which electric cars now run), and Grove Street and Harrison Avenue (on which it would appear cars must later be provided) be widened to at least 75 feet.

(10) That the widening of Gates, Glenridge, and Claremont Avenues, three streets with unusual demands upon them, be investigated with a view to action.

(11) That the street extensions recommended be considered and, if found desirable, carried through.

(12) That a twelve-mile Circuit Drive be established and improved, following the general lines already described in detail.

(13) That the whole method of locating public streets and roads and improving the same be taken up with a view to preserving the natural beauty of Montclair and improving the town for residence and other purposes.

(14) That the building ordinances of the town be considered and if necessary revised with the intention of reasonably regulating all building operation on behalf of the common good; also that property owners be asked to co-operate in this provision by writing proper restrictions in their deeds of sale.

(15) That attention be given by the proper authority to street names, first to a revision of those that are conflicting or confusing and then to the adoption of a method that will render more likely the selection in the future of names that will be significant and appropriate.

(16) That the park tract on Valley Road, the Cedar Street tract and the Maple Avenue tract be developed under carefully prepared plans, not as parks in the ordinary sense, but as playgrounds or recreation centres.

(17) That a Shade Tree Commission,* as authorized by the laws of New Jersey, or some other public body, be empowered to study and survey the town with the view to establishing a complete system of parks and playgrounds.

(18) That efforts be made to induce capitalists to erect such model tenements as may be necessary to provide sanitary and attractive homes for the poorer people within the town and at its outskirts.

(19) That serious consideration be given to the possibility of ac-

By request of the Municipal Art Commission, the Town Council has appointed a Shade Tree and Park Commission, and has appropriated \$4,800 for their use in 1910.

THE IMPROVEMENT OF MONTCLAIR.

quiring for recreation purposes Verona Lake and its surroundings and a section of the Passaic River.

This program is not as formidable as it might at first seem and in considering it a number of things should be kept steadily in mind: (1) Montclair is a growing town. Mr. Philip Doremus, who is still living, writes in his "Reminiscences of Montclair," "In my memory Montclair has advanced from the tallow candle through the periods of sperm oil, kerosene, and gas to electric light; from two stages a day between here and Newark to thirty well-filled trains from New York on the D. L. & W. R. R. and twenty-one on the Erie Railroad, besides the trolley and the automobile." In 1890 Montclair had a population of only 8,500; in 1900, of 14,000; and to-day it has over 20,000. And this very growth will positively destroy what is most worth preserving unless steps are taken to provide for it. (2) It is not expected that the recommendations embodied in this report will all be carried out at once. They merely form a goal toward which to work, and while some of them are of pressing importance, others can wait. It is believed in general, however, that everything proposed must in some form or other be ultimately provided for in Montclair. The only choice is between doing these things now while they are easy and relatively inexpensive, or later when they will be difficult and costly. (3) A comparison of Montclair with other places in its class will show that it lacks many of the improvements which they possess. In general it will pay to keep up with the best and in some matters to lead. (4) Many of the results most difficult of achievement now would be comparatively easy under the new legislation proposed. (5) With a broader public policy it may confidently be expected that the town will be more largely enriched by private gifts of land and money for municipal, educational, and art purposes.

METHODS FOR SECURING RESULTS.

So, summed up in its most compact form, the methods for carrying this program into effect would be:

- (1) A Town Plan Commission, like Hartford, Conn., for example.
- (2) A permanent, non-political Park and Tree Commission.
- (3) A new building ordinance and new street regulations.
- (4) A voluntary organization:
 - I. To provide a casino and other art and pleasure features.
 - II. For model tenements.

SUMMARY OF DEFINITE RECOMMENDATIONS.

(5) Funds:

- I. From bond issues;
- II. From an increased tax rate;
- III. From private gifts;
- IV. From the "collectively earned increment."

The Montclair of yesterday, figuratively speaking, possessed the maximum of natural beauty unspoiled by improvements, but likewise unaided by improvements. The Montclair of to-day has already, largely through thoughtlessness, created innumerable scars, blots upon the fair, natural face of the country, and, except in the beauty of private places, it has added little to atone for its destruction. The continuation of the present policy would be fatal. The Montclair of to-morrow should witness the preservation and, in some cases, the restoration of the natural attractiveness of the place, and should provide in many ways a new and more appropriate type of town development, one that will be worth more than its cost and add immeasurably to the daily satisfaction of everyone living in Montclair. The banding of the townspeople together to achieve these results will do even more—it will nourish a better town spirit.

Respectfully submitted,

JOHN NOLEN,
Landscape Architect.

CAMBRIDGE, MASS., March 6, 1909.

REPORT OF THE MUNICIPAL ART COMMISSION TO THE CITIZENS OF MONTCLAIR.

THE task of this Commission has been to study the needs and opportunities of Montclair and to recommend practical ways for making it the most satisfactory town that it can be for its citizens to live in.

The name "Art Commission" has undoubtedly led many to assume that our mission is primarily artistic—making the town beautiful—but such an impression cannot prevail with any who have carefully read Mr. Nolen's report. Our task is not a proposition in Art, but a business problem requiring art for its successful solution.

The members of this Commission were not appointed because of unusual knowledge of the problems to be studied, but because it was thought that their interests in the town and their aspirations for it would be those of the average citizen; and that as taxpayers they would relate the value of improvements to their cost as the average citizen would.

THE COMMISSION'S TWO-FOLD DUTY.

We have conceived our duty to be two-fold. First, to determine what is needed to make this the best possible town for men and women to live in and for children to grow up in; second, a purely financial problem—what will it cost, is it worth the cost, and, if so, how shall the money be provided and paid?

We present our recommendations for the improvement of Montclair and we include in this book all the information upon which the recommendations are based, in order that each may have the same facilities that the members of the Commission have had, for reaching a satisfactory conclusion.

IF WE COULD BEGIN MONTCLAIR OVER AGAIN.

What kind of a town would we make here of our Montclair if we could begin all over again—if we, twenty thousand people, could build here on this mountain side an ideal town to meet our present needs and to anticipate the needs of the fifty or one hundred thousand people who will surely be here within the next generation?

THE ART COMMISSION'S REPORT.

When we have pictured this ideal town, then let us find the difference between that and our present Montclair and we will know about what we would like to do to improve Montclair, if we could.

If we could construct this ideal Montclair what would we do about Bloomfield Avenue? We surely would make it a beautiful wide thoroughfare—one hundred and fifty feet or more—with double rows of shade trees, as they make their splendid streets in Berlin and Paris. It is plainly too late to do that, but is that any reason why we should not make the Bloomfield Avenue we have as good as we can make it in accordance with Mr. Nolen's suggestions? We cannot have double rows of shade trees, but we can have a single row on each side of the street; we cannot have it one hundred and fifty feet wide throughout but we can make it wider in some places, and that will help. We can create the Plaza at the dangerous Six Corners. We cannot have the sort of a Bloomfield Avenue we would have if we could start over again, but we can have one that is very much better than the one we have got.

MOST OF OUR IDEALS CAN STILL BE REALIZED.

We would have in our New Montclair a town common—a civic centre—and we would have a business centre for Upper Montclair. Both would be better than they can be now but that is no reason why we should not now have the best we can. All would include a circuit drive, such as Mr. Nolen suggests, and this happily will not cost much, if any more, now than if we had begun it forty years ago. We would have our railroad stations more conveniently located, with open spaces around that would make the first introduction to the town agreeably impressive; we would have all streets, bearing trolley-lines, of greater width, we would distribute ample playgrounds throughout the town so that every child would have one within reasonable distance from his home. In fact we would have in this ideal Montclair, if we could begin it anew, about all Mr. Nolen recommends for us and a number of things that he does not recommend because of their obvious impossibility at this time. Shall we not, because of these very opportunities that we have lost, be the more anxious to avail ourselves of the opportunities still left to make Montclair an ideal residential town?

We believe that Mr. Nolen's criticism of the defects of Montclair are well considered and just; that his recommendations for the improvement of Montclair are wise and practical, and that, if carried into effect, they

THE IMPROVEMENT OF MONTCLAIR.

will not merely improve the town—they will almost transform it, and with the exception of the acquisition of Verona Lake, which should be taken over by the County Park Commission, and the Passaic River which should be controlled for the public under State or County authority, we believe that all his recommendations should ultimately be carried into effect.

DEFINITE RECOMMENDATIONS OF THE COMMISSION.

This Commission recommends: (A) that a civic centre be formed according to Mr. Nolen's recommendation, by making a town "Common" or "Green" of a block of land best located for public convenience, and grouping around it public and semi-public buildings.

(B) That a suitable Town Hall be erected on a site facing the proposed town centre.

(C) That the town acquire the block in Upper Montclair recommended by Mr. Nolen as "a proper setting for a business centre" and the tract of land west of the Upper Montclair Station, now maintained as a park by voluntary subscriptions.

(D) That a business plaza as recommended by Mr. Nolen, be created at the Six Corners, Bloomfield Avenue, Fullerton Avenue, Church Street, and Glenridge Avenue.

(E) That the twelve mile circuit drive, as recommended by Mr. Nolen including Upper Mountain Avenue and South Mountain Avenue in Montclair and Ridgewood Avenue in Glenridge, with connections at the north and south ends, be created and perfected in co-operation with Glenridge.

(F) That Park Street be extended from Bloomfield Avenue to Church Street as recommended by Mr. Nolen; that such other street extensions and constructions be made as public convenience requires; that the town shall as soon as possible complete its streets by macadamizing all roads on which sewer is laid and that all macadamizing hereafter shall extend from curb to curb; that as soon as practicable all streets now macadamized to the width of 16 feet shall either have macadamizing extended to the curb or the planting strip widened and the curb extended to the macadam, and that the corners of important street intersections be rounded where practicable.

(G) That the town shall acquire such additional land as may be necessary to provide adequate playgrounds within reasonable distance of the homes in all sections of the town.

THE ART COMMISSION'S REPORT.

(H) That, as recommended by Mr. Nolen, open spaces be secured for the town and appropriately developed adjacent to all main railroad stations, provided the railroads will give adequate passenger terminal facilities and will build stations suitable and necessary for the town.

The plan for improving the town must be extended through the years, and will include the widening of trolley streets, improved housing for the poor, and many other important details that will be added in time, but your Commission now recommends the improvements enumerated above as the program for the immediate future.

A SITE FOR THE NEW MONTCLAIR ART GALLERY.

The proposed Town Common, or open square, with appropriately designed and artistic buildings grouped around it, will gradually become the centre of Town life. This will provide an adequate site for the new Montclair Art Gallery which has been assured by the gift of fifty paintings from Mr. William T. Evans and by Mrs. Lang's gift of \$50,000 for the building fund. On a site facing this Common, there should also be located the proposed Town Hall. There should be sufficient space for the location of such additional public or semi-public buildings as the town is likely to demand.

The proposed Common in Upper Montclair will transform the squalid business section that has started there, and assure its development along proper lines.

A new Town Hall is needed now; the public business of a town like Montclair should be safely and fittingly housed.

With our rapidly growing population, the business plaza at the Six Corners on Bloomfield Avenue is a necessity of the near future. The sooner it is created the less it will cost.

The proposed Circuit Drive, when completed, will be one of the most distinguishing features of any American town—like the Ringstrasse to Vienna, and the Ocean Drive to Newport—and its cost will be small in proportion to the pleasure it will bring to our people and the prestige it will confer upon Montclair. A large part of the route already exists and mainly in attractive form. The cost of connecting the north and south ends will be largely, if not wholly, chargeable to the adjacent land, which will be greatly benefitted.

PLAYGROUNDS FOR CHILDREN IN ALL SECTIONS.

If Montclair is to be the best home town it can be, we must have playgrounds for children in all sections and in reasonable reach of all homes.

THE IMPROVEMENT OF MONTCLAIR.

We urgently recommend that playground space be secured in Upper Montclair, and that a small park and playground be created in the thickly populated Glen Ridge Avenue section, to serve the double purpose of improving the appearance of the neighborhood, and providing out-door recreation for the people.

In particular we should insist upon adequate playgrounds in connection with every schoolhouse in Montclair. We should provide not only for the present but we should anticipate the time when the entire area of the town will be thickly populated, and acquire now the necessary land. It will pay us now to foresee all our future needs for parks. The land will not only be more expensive in the future; in many cases it will be impossible to acquire.

MONTCLAIR DEMANDS THE BEST STREETS.

The completion of our street system should not be considered a luxury, it is a necessity. The amount we are spending annually for street construction and street maintenance is altogether inadequate to the needs of Montclair and the results are highly unsatisfactory to our people. For such a town as we want this to be, and intend it to be, the primary question is not the cost of good streets, but first to get good streets and maintain them in good repair, free from dust; then to make the cost as low as possible. We believe our citizens imperatively demand the best streets that a country town can have, and are willing to pay for their construction and maintenance,—and furthermore for lighting them at night. The street lighting system of Montclair is inadequate and generally unsatisfactory. No electric light, telephone, or telegraph poles should be permitted on the streets of the Better Montclair, and all railroad grade crossings should be abolished as soon as possible.

A FIVE-YEAR PROGRAM TO MAKE MONTCLAIR THE MOST BEAUTIFUL SUBURBAN TOWN IN THE WORLD.

These improvements can be completed within five years and by 1915 Montclair can be and ought to be, with its natural attractions, the most beautiful suburban town in the world. We believe each of the improvements recommended is worth what it will cost, that all the improvements recommended will be worth the total cost, that we need them if our town facilities are to be the best, and that we are amply able to pay for them without burdensome sacrifice.

We estimate that the cost of the improvements proposed will not ex

THE ART COMMISSION'S REPORT.

ceed \$1,500,000. The money can be provided by issuing bonds for this amount, payable in thirty years, with interest at 4 per cent, with 3 per cent. annual sinking fund.

THE ESTIMATED COST AND HOW TO PAY IT.

The following table shows our estimate in complete detail. We assume that the expenditures will extend over a period of five years, that but a small portion will be used in 1910 and that by the end of 1911 \$600,000 will have been expended. The table shows for each year the estimated total amount that will have been expended by the end of that year; the amount of the sinking fund for that year; the amount of the interest for that year; the total amount of sinking fund and interest; the estimated rateables; the extra tax rate; and the cost in taxes on each \$100 of assessed valuation.

ESTIMATE FOR TEN YEARS

Year	Amount Expended	3 Per Cent. Sinking Fund	Interest For Year	Total Interest and Sinking Fund For Year	Estimated Rateables	Cost in Tax Rate	Cost per \$100. Valuation
1911	\$ 600,000.	\$ 18,000.	\$ 24,000.	\$ 42,000.	\$36,000,000.	.00116	11 $\frac{1}{10}$ cts.
1912	1,000,000.	30,000.	39,280.	69,280.	38,000,000.	.00182	18 $\frac{2}{10}$ cts.
1913	1,300,000.	39,000.	50,080.	89,080.	40,000,000.	.00222	22 $\frac{2}{10}$ cts.
1914	1,500,000.	45,000.	56,520.	101,520.	42,000,000.	.00242	24 $\frac{2}{10}$ cts.
1915	1,500,000.	45,000.	54,700.	99,700.	44,000,000.	.00226	22 $\frac{6}{10}$ cts.
1916	1,500,000.	45,000.	52,920.	97,920.	46,000,000.	.00213	21 $\frac{3}{10}$ cts.
1917	1,500,000.	45,000.	51,120.	96,120.	48,000,000.	.00202	20 $\frac{2}{10}$ cts.
1918	1,500,000.	45,000.	49,320.	94,320.	50,000,000.	.00188	18 $\frac{8}{10}$ cts.
1919	1,500,000.	45,000.	47,520.	92,520.	52,000,000.	.00178	17 $\frac{8}{10}$ cts.
1920	1,500,000.	45,000.	45,720.	90,720.	54,000,000.	.00168	16 $\frac{8}{10}$ cts.
Annual Average						.00194	19 $\frac{4}{10}$ cts.

THE HIGHEST COST WILL BE IN 1914.

It will be seen that the highest cost in taxes for any one year will be at the end of 1914, when the entire amount will have been expended. For that year, the addition to taxes, on account of these improvements, will be 24.2 cents on each \$100 of valuation. Thereafter, on account of the additions to sinking fund, the tax rate steadily declines.

THE IMPROVEMENT OF MONTCLAIR.

But it should not be assumed that this will mean an addition of 24.2 cents to the present tax rate. It is possible, and fairly probable, that, even if these improvements are made, the tax rate in 1914 will be no higher than in 1909—it may even be lower. According to our estimate, which is approved by the Mayor and the Board of Assessors, the assessed valuations of Montclair in 1914 will be \$10,000,000 more than in 1909. At the present rate, \$1.85, the \$10,000,000 of increased rateables would yield \$185,000 more than was obtained from taxes in 1909. If we deduct from this \$101,520, the total amount of interest and sinking fund for 1914, on the proposed improvement bonds, we have a balance of \$83,480 available for meeting increased general expenses of the Town. But, if general expenses are not increased that much, the tax rate would be made even lower than in 1909. It, therefore, seems very reasonable to assume that, with the steady and sure increase of rateables—notwithstanding the cost of the proposed improvements—the tax rate in 1914 may be no greater than in 1909.

But, in fairness, it must be said that the question is not whether the tax rate, after these improvements are completed, will be lower or higher than it is in 1909, but rather how much more will it be, if we make these improvements than it will be if we do not make them?

THE AVERAGE EXTRA TAX RATE FOR TEN YEARS.

It is impossible to say exactly how much extra the rate will be, but we can state what is the highest amount that it possibly can be. Assuming our estimate of increase in rateables to be correct, the very highest increase there can be in the tax rate, on account of these improvements, will be 24.2 cents for \$100 valuations, in 1914, and the average increase, on account of the improvements, for a period of ten years, will be 19.3 cents per hundred dollars valuation.

This is the maximum; we think the actual increase in the tax rate will be considerably less; first because the cost may be less than \$1,500,000—these figures are intended to be conservative; second, because these recommendations include many improvements, such as better streets, development of our parks, a new Town Hall, etc., which, even though our plan is not adopted as a whole, will have to be made anyhow during the next ten years.

It is certain that if we adopt this plan, the extra cost in taxes will not be 19 3-4 cents more per hundred dollars valuation than it would be

if we do not adopt it, but it is impossible that it should be any higher than that; therefore, to be conservative, let us assume that it will cost the maximum amount. This will enable us to answer the question that every taxpayer will ask, viz.: what will it cost me for the greater satisfaction and pleasure I will get out of this Better Montclair? That is what each one of us will want to know.

WHAT THE "BETTER MONTCLAIR" WILL COST YOU.

If your property is assessed at \$100, the average cost to you for the better and more beautiful Montclair will be twenty cents a year. Is there any citizen of Montclair so poor that he would not gladly pay twenty cents a year for the pleasure the Better Montclair would bring him?

If your property is assessed at \$1,000 it will cost you \$1.94 per year extra for the Better Montclair.

If your property is assessed at \$100,000 it will cost you \$194.00 per year extra. Can there be any one in our town assessed at \$100,000 who is so "poor" that he would not cheerfully give that much per year for the comfort and convenience and pleasure of the Better Montclair—to say nothing of the annual increase it is sure to bring in the value of his property?

MONTCLAIR WILL NOT COUNT THE COST ALONE.

We put the case in this definite way in order that each voter may, if he chooses, weigh what he gets against what it costs him. But that is not the way it will be decided—it is not the "Montclair way." As in the past the Montclair spirit will prevail, the better favored will consider the needs of the less favored, and the vote of our citizens will be determined, not by individual interests alone, but by the interests of the *whole town*.

The better and more beautiful Montclair will pay ample returns for its cost in the happiness and health of its people—and that alone is worth the investment—but long before the last bonds have been redeemed it will pay the cost over and over again in the enhanced value of Montclair property; for when these things are done, Montclair will be known far and wide as the choicest suburb of this country, and one of the most beautiful towns of the world. Desirable as it is now for a residence, it will become much more so and the greatly increased demand for homes in this town cannot fail to steadily, and during the next twenty years, very greatly increase property values.

After all the best of the Better Montclair will be the fulfilment of the closing prophecy in Mr. Nolen's report: "The banding of the towns-people together to achieve these results will do even more—it will nourish a better town spirit."

(Signed) *The Municipal Art Commission.*

**HOW THE NOLEN IMPROVEMENTS
WILL PAY FOR THEMSELVES AND
ADD A PROFIT OF \$1,500,000
TO THE TOWN.**

Enthusiasts have estimated that the Nolen improvements will increase the value of Montclair real estate upon the average of 25 per cent.; that is liberal and probably high, but it is surely conservative to predict that the transformation the Nolen Plans will accomplish in Montclair will increase the value of real estate at least 10 per cent.

The assessed value of real estate in Montclair is now substantially \$30,000,000. If the Nolen Plans are carried into effect at a cost of \$1,500,000 and in ten years increase the actual selling value of real estate ten per cent. (\$3,000,000), they will pay their original cost and leave the Town a profit of \$1,500,000 in increased values.

The improvements recommended in the Nolen Plans are worth all they will cost for us to enjoy, and for our children, and our children's children, but apart from every other consideration, it will pay as a Business Proposition to spend \$1,500,000 in order to add \$3,000,000 to our capital.

WHAT THE BETTER MONTCLAIR WILL COST YOU.

If your real estate is assessed at \$10,000, and your personal property at \$1,000, the improvements will cost *you* an average of \$21.23 per year, or in ten years a total of \$212.30.

WHAT YOU GET FOR YOUR MONEY

The Town Common; the Business Plazas at Montclair Center and Upper Montclair; the Twelve Mile Circuit Drive, beautiful and interesting in its entire length; a perfected street system, with roads properly maintained for pleasant use; an extended and completed Park system; public playgrounds for children within reach of all homes. These better facilities for health and happiness and pleasure you get for yourself and your family and your friends, and you help to provide them for hundreds of others less able to pay for them than you are.

A PROFIT OF OVER 300 PER CENT.

If you sell your \$10,000 worth of real estate in ten years, it will be worth considerably more, if these improvements are made than it will be if they are not made. Experienced real estate operators estimate that it will make a difference of at least 10 per cent. If you sell your real estate for 10 per cent. more than you could have gotten for it, if these improvements had not been made, that will be a gross gain of \$1,000. Deduct from this, \$212.30, that the improvements have cost you, and you have a net profit of \$787.70. Furthermore, if you do want to sell, the greater prestige of the Better Montclair means a wider demand and quicker sale.

WHAT PRESIDENT TAFT SAYS ABOUT ISSUING BONDS FOR PERMANENT IMPROVEMENTS.

"I think that men sometimes overdo the business of meeting what ought to be distributed expenses out of current income. I think there is good reason for issuing bonds for these improvements that are to be permanent, and not to spend current income for them. Sometimes it takes as much courage and involves as much real public interest to issue bonds for a purpose for which bonds ought to be used as it does to pay as we go."

WHAT DR. BRADFORD SAYS ABOUT THE PLANS OF THE MUNICIPAL ART COMMISSION.

"No movement in all my long residence in Montclair has given more promise for the general welfare of the community than the one which is now seeking to make ours, in the largest and best sense, a City Beautiful. All who shall help to make the New Montclair like the New Jerusalem will be working for the Kingdom of God. He who shall live many years will see on this hillside a real City Beautiful built by the toil, the sacrifice, the wisdom of those living now and of those who have lived; a city whose light cannot be hid because into its walls have gone something better and costlier than emeralds and amethysts, namely, the love and the loyalty of its people. These eyes will not see the fair proportions of that city, but I think of no greater privilege than that of being permitted to help a little in making its existence inevitable."

THE LANG AND EVANS GIFTS TO MONTCLAIR.

In November, 1909, Mr. Wm. T. Evans, who has been deeply interested in the development of the plans for improving Montclair, wrote a letter to the Commission proposing to present a collection of thirty American paintings, as a nucleus for a Montclair Art Gallery, provided arrangements could be made for suitably housing the collection in a fire-proof building.

Within a few days after Mr. Evans' offer was published, Mrs. Henry Lang wrote to the Commission proposing to give \$50,000 for the erection of a Gallery, in compliance with Mr. Evans' requirements, which should serve both as an Art Gallery and a Museum, one room of which should be named in memory of her mother, the late Mrs. Jasper Rand. The only condition attaching to the gift was the requirement that suitable provision should be made for the care and maintenance of the building and its contents.

Mrs. Lang has accepted the suggestion of the Municipal Art Commission that the conditions of her gift be met by the organization of the Montclair Art Society, with not less than five hundred members who will agree to pay \$10.00 each per annum, thus giving the Society a revenue of not less than \$5,000 per year. The initial steps toward the organization of the Society have been taken, and a large number of members are already enrolled. It is proposed to use all funds in excess of what is required for maintenance for the purchase of additional pictures.

The establishment of an Art Museum with a large and important collection of pictures, in Montclair, will add greatly to the attractiveness of the Town and will make it unique among residential suburbs. Mr. Evans has already increased his gift of thirty pictures to more than fifty, and will undoubtedly make still further important additions.

It is hoped that the people of Montclair, and vicinity will promptly show their appreciation of the importance of these gifts, and the generosity and public spirit which have actuated Mrs. Lang and Mr. Evans, by joining the Montclair Art Society, and contributing to the maintenance of the Montclair Art Museum.

It is fair to assume that the gifts of Mrs. Lang and Mr. Evans are due in no small measure to the efforts of the Municipal Art Commission for a Better Montclair and it is reasonable to expect that, if the plans which the Commission recommend are carried into effect, the public spirit and generosity of our citizens will be so aroused that in the future the Town will be enriched by many gifts which will add in large measure to the attractiveness of Montclair as a residential Town.

PROSPECTS FOR RAILROAD STATION IMPROVEMENTS IN MONTCLAIR.

A Committee appointed by the Municipal Art Commission has conferred with President Truesdale of the Lackawanna, and President Underwood of the Erie, for the purpose of impressing them with the inadequacy of their station facilities, and the fact that they are very generally unsatisfactory to their Montclair patrons. The Committee was cordially received by both officials and given full opportunity to present the demands of our citizens for new stations that shall be convenient, appropriate, and ample to provide for the needs of a rapidly growing population.

The Lackawanna officials thoroughly appreciate the necessity for giving Montclair better terminal facilities and it is the Committee's understanding that it is their intention to begin the building of a new station as soon as possible after the Montclair freight station is re-located, and the double-tracking of the road from Bloomfield to Montclair is arranged for. The Committee believes that there is every reason to expect from the Lackawanna a station that will be convenient, ample, architecturally fitting, and creditable alike to the Railroad Company and to the Town.

The Erie has formulated no definite plans, but the Committee believes, from President Underwood's expressions, that the Company will accede to the demand for a new and up-to-date main station in Montclair as soon as it can, and that the improvements, when made, will be adequate and fitting.

The Committee believes that Montclair should insist upon abolishing every railroad grade crossing in the Town at the earliest possible date.

A SUGGESTION FOR BLOOMFIELD AVENUE, MONTCLAIR.

"Among the many ways of indirectly improving the beauty of the streets, there is one more which deserves more than mere mention, viz., the award of prizes to the owners of the more artistic facades upon the streets. More has been done in Brussels and Paris in this direction, I believe, than elsewhere. When a new street is opened, the city authorities announce prizes for the most artistic facades, the competition not to be completed until the whole street has been lined with buildings. The prizes are usually so considerable (often \$4,000, \$2,500, and \$1,500 in Brussels, and one-half of the street tax and medals in Paris) that they arouse a lively competition among house-owners and architects. The general opinion is that the expenditure is fully warranted by the results obtained.

"Similar competitions have been held for artistic advertising signs. The immediate results of this experiment have not been so encouraging but attention has been called to the value and importance of beautiful store signs, and in Brussels, particularly on Rue de la Madeleine, a number of artistic signs may be seen."

Civic Art in Northern Europe,
MILO ROY MALTBIE.

THE SPECIAL NEEDS OF RESIDENCE TOWNS.

"The distinct needs of residential districts are being more and more recognized, and are obtaining a standing in law. Restrictions such as that a house shall not cost less than a given sum, nor be nearer than a given distance to the street line, that no business whatever shall be conducted on streets, nor tenement houses erected; restrictions similar to these add directly to the money value of the land. Here is a case where restrictions, which are, technically, encumbrances upon the land, increase its value, and not decrease it, as is usually the case. Then, again, the law recognizes special ordinances and grants special charters for such streets and districts. The city which has gone the farthest in this way allows its park commissioners to have the same jurisdiction over the furnishing of the roads that they have over the parks. It also allows them, upon the petition of a majority of the residents of the street, to establish a standard of maintenance of the private grounds upon such streets, and to demand of those who do not keep their grounds up to that standard that they shall do so. If after being notified, they fail to put their grounds in proper condition, the park commissioners may enter upon such premises and take care of them, charging the cost of such work to the place, and collecting the same as taxes."

GEORGE A. PARKER,
Superintendent of Parks,
Hartford, Conn.

STATISTICS, MONTCLAIR, N. J., MARCH, 1909.

- (1) Population: 20,000 to 21,000.
- (2) Assessed value ratables: \$26,915,000.
- (3) Tax Rate (1908): \$1.67 per \$100.
- (4) Town Debt: total bonded indebtedness, \$372,800.
(This does not include a school bond issue of \$104,250.
- (5) The legal limit of city indebtedness: twenty-five per cent of the assessed valuation.
- (6) Montclair has but one playground at present.
- (7) Montclair Parks:

Cedar Avenue Tract.....	13	acres
Valley Road Tract.....	17	"
Maple Avenue Tract.....	18	"
Essex Avenue Tract.....	20	"
Crane Park, Spring Street.....	1/2	"
Porter Park, Harrison Avenue.....	1 3/4	"
Sunset Park, Norwood Avenue.....	1	"
Rand Park, Park Street.....	1 1/3	"
Anderson Park, Upper Montclair.....		

Montclair has paid thus far for parks, \$127,539.24.

- (8) *There is no Park Commission.
- (9) There is no regular appropriation for maintenance of parks or public grounds.
- (10) There is no fixed method for determining the extension of the streets.

MONTCLAIR TAX RATE, 1908.

(RATE ON ONE HUNDRED DOLLARS.)

County Tax.....	.56
Public School Tax.....	.24

*The Shade Tree and Park Commission has since been created.

TOWN TAX:

Street Lighting .....	.06
Police Department .....	.09
Fire Department .....	.08
Road Repairs .....	.13
Poor .....	.02
Water .....	.05
Interest on Town Debt.....	.10½
Sinking Fund .....	.06
Incidentals .....	.15
Public Library .....	.03
Hard Roads .....	.03
Garbage .....	.06
Police Pension Fund .....	.00½
Total	1.67

**COMPARATIVE STATEMENT OF 1907 EXPENDITURES OF
MONTCLAIR, N. J., AND BROOKLINE, MASS.**

	Montclair	Brookline
Population	about 20,000	(1903) 22,035
Public Schools	\$116,825.66	\$212,462.79
Public Baths		5,015.61
Construction of Streets	10,667.75	175,587.06
Care of Streets	41,274.44	118,628.75
Parks and Public Grounds	6,384.88	20,851.72

ONE ACRE OF PARK FOR EACH 200 PERSONS.

An examination of park statistics in the United States shows the following averages:

One acre to each 200 of population.

A cost of about \$2,000 per acre for acquisition and construction.

A cost of about \$120 per annum for the maintenance of each acre of park land.

These figures indicate a charge of \$10 per capita for the acquisition and construction of parks and \$.60 per capita per annum for maintenance.

THE APPLICATION TO MONTCLAIR.

On the basis of the above average Montclair should have at least 100 acres in parks, at a cost of about \$200,000 for acquisition and construction, and \$12,000 per annum for maintenance.

MODEL TENEMENTS AND GARDEN CITIES.

EXTRACTS FROM AN ARTICLE BY WILHELM MILLER ON MUTUAL TOWN-PLANNING IN ENGLAND.

“Letchworth ‘the perfect city,’ less than five years old but with 6,000 inhabitants, is thirty-four miles north of London and is reached by the best trains in fifty minutes. It has 3,818 acres and its population is limited to 35,000 inhabitants, so there will never be any crowding. * * * Nearly one-sixth of the town site, or two hundred acres, is perpetually reserved for open spaces, including parks, playgrounds, and a golf course.

* * * * *

“These are far healthier and more beautiful than cities that have grown up normally; healthier because crowding is prevented by a limit to the population and because more and better provision is made for outdoor sports—to say nothing of architecture in which health is the first thought. The average town death-rate in England is 15 per 1,000. Letchworth has cut this down to 2.75. * * *

“The greater beauty of these garden cities lies chiefly in the architecture and gardening. The houses and stores all conform to some general style of architecture, but are never monotonous. Every building must be approved by the city’s architect. The houses are all of brick and built to last. There are no long rows of houses, just alike.

* * * * *

“I am almost afraid to tell how much a tenant gets for his money at one of these garden cities. The cheapest houses at Bourneville rent for only \$7.80 a month, which includes taxes and water rates. Such a house contains five rooms. Clerks and artisans, however, generally pay about \$12.30 a month for seven rooms and an eighth of an acre.

*GARDEN CITY ESTATE, LETCHWORTH, ENGLAND.

Purchase price of estate, 1903.....	\$775,000	
Expended on estate.....	460,000	
	\$1,235,000	
Valuation in 1907.....	1,900,000	
	\$665,000	
Increase in value of estate.....		\$665,000

*See illustration, page 75.

*BUILDING REGULATIONS IN FRANKFORT, GERMANY.

A large number of exceptions and special rules exist, but the following are the main regulations:

IN THE INNER CITY

Buildings may cover from $\frac{1}{2}$ to $\frac{5}{6}$ of the lot and have a maximum height of 20 metres. Usually they may not exceed the width of the street upon which they front by more than two metres.

IN THE OUTER CITY.

(a) *In the Inner Zone.*

1. THE RESIDENCE SECTION.

Buildings must have a minimum intervening space of 3 metres.

Maximum height 18 metres.

Maximum number of stories 3, above the ground floor.

May be 9 metres high on streets up to 9 metres wide, otherwise may not exceed the width of the street.

Building in groups is permitted under certain regulations.

Buildings that are to be used for factories, etc., that are noisy or produce smoke or soot, must be erected at least 20 metres from the lot boundaries and from the street.

2. THE MIXED SECTIONS.

The above regulations as to buildings are in force on streets suited for residences, but factories for any ordinary purposes may be erected at a distance of only 10 metres from the lot boundaries and the street.

3. THE FACTORY SECTION.

Buildings that contain more than one dwelling may not have more than two stories above the ground story.

(b) *In the Outer Zone.*

1. THE RESIDENCE SECTION.

Buildings must have a minimum intervening space of 6 metres.

*Frankfort will soon add nearly twice its present area to ensure ample open space and opportunity for two-family houses at reasonable rent.

Maximum height 18 metres.

Maximum number of stories 3, above the ground floor.

May be 9 metres high on streets up to 9 metres wide, otherwise may not exceed the width of the street.

SUMMARY OF THE BUILDING CODE OF ZURICH.

A Building Line is determined for various parts of the City and is usually some distance back of the Street Line.

There must be regularly in the detached or open building sections a distance of 3 metres* between a building and a lot boundary, this distance to be increased proportionally if the building is over 12 metres high.

Closed or Group Building is permitted in certain sections of the City.

Special permission has to be secured to build upon the rear of a lot.

The height of buildings may not exceed:

12 metres in Public Squares and Streets with a minimum distance of 18 metres between building lines.

16 metres in Streets with a minimum distance of 15 metres between building lines.

13 metres in Streets with a minimum distance of 12 metres between building lines.

10 metres in Streets with a minimum distance of 10 metres between building lines.

9 metres in Streets with a minimum distance of 9 metres between building lines.

In the sections colored with dark red lines only detached building is permitted.

MUNICIPAL LAND OWNERSHIP IN GERMAN CITIES.

PROPORTION OF AREA OWNED.

Total Area of City	Total Amount of Land owned by City	Proportion of Total Area Owned by City	
		Within City Boundary	Without City Boundary
Acres	Acres		
Berlin 15689.54	39151.28	9.2	240.8
Munich 21260.24	13597.02	23.7	37.8
Leipzig 14095.25	8406.84	32.3	27.4
Strassburg 19345.45	11866.98	33.2	28.1
Hanover 9677.25	5674.90	37.7	20.4
Schoneberg 2338.68	1633.33	4.2	65.1
Spandau 10470.37	4480.79	3.15	42.9
Zurich 10894.64	5621.52	26.0	25.9
Vienna 67477.57	32062.48	13.4	54.8

* A metre is 39.37 inches.

GERMAN TOWNS WHOSE INHABITANTS PAY NO TAXES.

No less than 1,500 towns and villages in Germany still own, and have owned right down from the Middle Ages, so much common land that their inhabitants pay neither rates nor taxes. Five hundred of these townships and villages derive so great a rental from their lands that they are able in addition to pay every citizen on New Year's Day a bonus of from £5 to £20 (\$25 to \$100), as his share of the surplus revenue.—R. OCKEL, *The Westminster Review*, July, 1909.

CIVIC CENTERS IN EUROPEAN CITIES.

"In one very important respect European cities are far in advance, viz., the combination of small parks and open spaces with sites for public buildings. We are apt to stow away our public buildings among private structures, upon narrow streets and in out-of-the-way places. European cities, upon the other hand, commonly locate their public buildings so as to front upon parks or open places. The attractiveness of the park is thus increased, owing to the presence of beautiful buildings, and its use as a park is not interfered with, but instead facilitated and encouraged. The park in turn adds to the beauty of the buildings, as the open area permits it to be viewed from the proper distance and with the proper perspective, which is impossible in a narrow street." MILO R. MALTBY.

WHAT MONTCLAIR MAY LEARN FROM THE STORY OF VIENNA.

"The great moral to be drawn from the story of Vienna is that all plans for the development of a city should be prepared far in advance of its needs and steadfastly carried out with such minor changes as new conditions may make necessary. It would cost Vienna an enormous sum, infinitely more than it has, to secure at this moment an area equivalent to that occupied by the Ringstrasse, the adjoining parks, and public buildings. It was doubly fortunate in having such a vast area at its disposal a half-century ago. But the wonder is that such far-seeing men were in official positions and that plans were laid for improvements, the utility of which was not then evident. This moral is applicable to every city large or small. Urban centres grow so rapidly and real estate values increase so enormously that unless a plan of improvement is early adopted, it soon becomes so expensive that the cost scares many. Nowhere else does a little foresight yield so large returns in public well-being and financial saving."

—MILO R. MALTBY.

PARKS AS PROFIT-MAKING INVESTMENTS.

"For every thousand dollars judiciously invested in a park the dividends to the second generation of the citizens possessing it will be much larger than to the first, the dividends to the third generation much larger than to the second."—"Franklin Park Report," FREDERICK LAW OLMSTED.

